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The

Hongkong Telegraph.

FOUNDED 1861

六拜禮 號四月六英港香

SATURDAY, JUNE 4, 1932.

Dollar on Demand—1s. 2½d.
T. S. on New York—22½.
Lighting Up Time—7.05 p.m.
High Water—22.55.
Low Water—18.00.

Library, Supreme Court



"South China Morning Post Bldg." Tel. 24554.

UNIFIED CONTROL OF LOCAL BUS SERVICES

POSSIBILITY OF NEAR FUTURE

GOVERNMENT'S POLICY ANNOUNCED

ALL ROUTES TO BE OPEN TO TENDER

UNIFIED CONTROL OF THE COLONY'S MOTOR-OMNIBUS SERVICES, Kowloon and Hongkong, may be envisaged as a possibility of the future, as the result of a statement of Government policy in this matter, disclosed this morning.

At the tenth of June next year, all existing rights and privileges will expire and the Government contemplates offering all the services of tender, on new terms and presumably to the highest bidder. The issue of the announcement to-day is tantamount to twelve months' notice to the existing licence holders.

The official communique, outlining the Government scheme states:

As from 10th June, 1933 when all the licences and rights of existing Companies concerned cease and determine, the Government proposes to let by Tender exclusive rights (which will not include the existing tramway rights of the Hong Kong Tramway Company or the Peak Tram Company) to operate Road Mechanical Transport of passengers where payment is by the seat occupied.

TENDER CONDITIONS.

Conditions on the following lines will be included in the Tender Form:

- 1 A royalty on gross receipts in lieu of the present seating tax and licence charge.
- 2 Government control of routes, stopping places, and time tables.
- 3 Maximum Fares.
- 4 All vehicles to be of British make.
- 5 If the present licensed companies shall so desire, the successful tenderer or tenderers may be required to purchase, under some method of valuation to be determined by the Government, all suitable and effective vehicles, repair plant, and machinery, lands, buildings and materials used by the present licensed companies immediately before the 10th June, 1933 for the purpose of their undertakings.

PURCHASE UNDERSTANDING.

If the successful tender shall cover the whole of the Colony then the successful tenderer may be required to purchase such things as aforesaid, but if the successful tender shall cover part only of the Colony then the successful tenderer may be required to purchase only such things as aforesaid as in the opinion of the Government are used for that part of the Colony covered by the tender.

On any such valuation as aforesaid no allowance will

be made for goodwill.

Where any successful tenderer is required to purchase as aforesaid, the decision of the Government as to whether anything to be purchased is suitable and effective shall be final and conclusive.

The opportunity will be given for a single tender covering the whole Colony, or for separate tenders each covering one division of the Colony only. The divisions contemplated are:

- 1 Hong Kong Island.
- 2 The mainland including the New Territories.

Detailed Tender Forms are in course of preparation.

LONDON FLAT DRAMA

WOMAN HELD ON MURDER CHARGE

(Reuter's Special Service).

London, June 3.

Mrs. Elvira Barney, the daughter of Sir John Mullens, the well-known Government broker, has been arrested on a charge of wilful murder.

The dramatic arrest followed the discovery at her flat in London on Wednesday of the body of Michael Scott Stephen, the son of a Kent magistrate, who had been shot dead.

Mrs. Barney married John Sterling Barney, the American singer, who is at present travelling in the United States.

The discovery of the body of Mr. Stephen was made after guests at a cocktail party at the flat had left for home. Five shots were heard.

C.E.R. DAMAGE

EASTERN SECTION RESUMING

(Special to "Telegraph")

Harbin, June 3.

Communication with Pogradit-chayna, which has been interrupted for some time owing to the serious damage to rails and bridges caused by bandits and insurgent raiders, is expected to be resumed shortly.—Reuter.

It was inadvertently announced this morning that the Evening Service at the Wesleyan Church, Wanchai, would be held at 6 p.m. As members are aware, for the month of June the evening services will be held at 8.15 p.m. each Sunday.



His Excellency the Officer Administering the Government, the Hon. Mr. W. T. Southern, inspecting the detachment of the Argyll and Sutherland Highlanders during yesterday's King's Birthday celebrations.

THE BUBBLE BURSTS

BRITISH FIASCO AT AUTEUIL

PERRY BEATEN BY MENZEL!

London, June 3.

British tennis pride, following the recent successes in the French tennis championships, fell heavily to-day, when every prominent player went down to defeat.

The sensation of the day was the defeat of F. J. Perry, the British hard-court champion, by R. Menzel, the Czechoslovakian player. Normally, Perry would defeat Menzel in nine matches out of ten. To-day, he suffered a remarkable lapse of form and was defeated by three sets to two.

PERRY OVER-CONFIDENT.

Perry started splendidly winning the first set by 6-2, outplaying Menzel. The Czechoslovakian reversed the position, drawing level at one set all, winning 6-4. All was thought to be over when Perry again assumed complete ascendancy. He took the third set with the loss of one game, and the huge crowd regarded the match as all over but the shouting.

It would seem, however, that Perry suffered from over-confidence, and slacking off to some extent, was unable to get into his stride again when the demand became urgent. Menzel won the fourth set at 7-5 and the fifth at 6-3.

LEE BEATEN.

H. G. N. Lee, conqueror of Lacoste, went down in straight sets to De Stefani, the Italian Davis Cup player. Lee was not a shadow of himself, though he fought keenly enough in the second set. The match ended in De Stefani's favour, 6-3, 9-7, 6-2.

BETTY FAILS.

Britain's last hope, Miss Betty Nuthall, failed in the semi-final of the women's singles. Madame Mathieu, the French champion, has several times proved too good for Miss Nuthall and to-day was no exception to the rule. The match was over in two sets, 6-2, 6-4.—Reuter.

WIGHTMAN CUP

BRITAIN'S TEAM SELECTED

London, June 3.

The following team has been selected to represent Britain in the Wightman Cup tennis battle against the American team led by Miss Helen Wills-Moody:

Mrs. Betty Nuthall, Miss Round, Mrs. Fearnley-Whittingstall, Mrs. Mitchell, and Mrs. King (formerly Miss Phyllis Mudford).—Reuter.

DEVELOPMENT IN CHINA

IMPORTANT ORDER FOR DORMAN LONGS.

(Reuter's Special Service).

London, June 4.

A representative of the Chinese Ministry of Railways has given an order to Messrs. Dorman Longs for eight approach bridges for the projected Nanking-Pukow Ferry.—Reuter.

BRITISH STEEL INDUSTRY

RATIONALISATION SCHEME

BEHIND TARIFF SHELTER

London, June 3.

A great nationwide effort to re-establish the prosperity of the British iron and steel industry is now under way.

Proposals for the complete reorganisation of the industry will be worked out by a National Committee, headed by Mr. Charles Mitchell, the chairman of Messrs. Dorman, Long and Company, who were the sponsors of the powerful combination which is to make a bid for China's development work.

The National Committee for the reorganisation of the iron and steel industry will be assisted by District and small specialised committees.

TARIFF MEETING.

The proposals were outlined by Sir George May (photo on right) at a meeting of the principals of forty iron and steel firms with the members of the Import Duties Advisory Committee, of which Sir George May is the chairman. Sir George stated that the Import Duties Committee was convinced that the main value of a tariff would be to afford the industry an opportunity of putting itself in order on the lines best adapted to this country and to the diversified nature of the demands which must be met.

SIR GEORGE MAY'S PROMISE.

He emphasised that if the present abnormal competition continued, the Import Duties Committee would not hesitate to recommend the continuance of the present emergency duties of thirty-three and a third per cent. as long as was necessary and provided the industry did their part, the permanent tariff to be decided later would be made sufficiently high to achieve the object in view.—Reuter.

JAPANESE POLICY

CROP OF RUMOURS AT GENEVA

MANDATE CANARD

Geneva, June 3.

The initiatory statement by Baron Saito, Japan's new Prime Minister, outlining the future policy of the Japanese Government, has reawakened interest in the Far Eastern situation.

A whole crop of rumours were in circulation immediately the text of Baron Saito's statement became widely known, but careful inquiry proves that as far as the League is concerned, there has been no new development to justify an interruption or revision of the Assembly's programme.

This is particularly obvious in view of Japan's complete withdrawal from Shanghai, much sooner than was generally believed would be the case.

LYTTON REPORT.

The report of the Lytton Commission of Enquiry into the Manchuria situation is not expected for some time and it has been ascertained that the Chinese have made no further application regarding a report of the Lytton procedure in Manchuria since the request of Dr. W. W. Yen at the end of May for information regarding how far Japan had carried out their agreement to withdraw into the Railway Zone.

"Lord Lytton has suggested nothing of the kind!" was the authoritative response to an enquiry regarding a rumour that the chairman of the League Commission had recommended a Japanese mandate in Manchuria.—Reuter.

SIR JAMES BRENNAN

HIGH TRIBUTE IN N.C.D.N.

(Telegraph Special.)

Shanghai, June 4. In a leaderette this morning, the North China Daily News welcomes the honour bestowed upon Sir James Brennan and pays a tribute to his "masterly handling of one of the biggest crises which Shanghai has ever had to face."—Reuter.

MEXICAN QUAKE

FOURTEEN KILLED AND MUCH DAMAGE

Mexico City, June 3.

Fourteen persons were killed to-day in the most violent earthquake shocks for many years. The shocks were felt over a wide area and considerable minor damage was done in Mexico City.—Reuter.

FRANCE'S NEW CABINET

M. HERRIOT'S MINISTRY

Paris, June 3. M. Herriot, the leader of the Radical Socialists, has been busy on the task of forming a Cabinet and it is understood that the Ministry will be formally announced later.

Political prophets declare that M. Herriot will assume the portfolio of Foreign Minister as well as the Premiership and that M. Paul Boncour, whom many thought would move into the Quai D'Orsay will be appointed Minister for War.

THE NEW CABINET.

Later. The composition of M. Herriot's Cabinet is officially announced to be:

Premier and Foreign Affairs M. Herriot.
War M. Paul Boncour.
Navy M. Georges Leygues.
Air M. Painleve.
Finance M. Germain Martin.
Justice M. Renoult.
Budget M. Palmade.
Education M. Demozie.
Colonies M. Sarraut.

M. Herriot is assuming the Premiership for the third time, though his second Cabinet lasted for only a day.

FIRST PREMIERSHIP.

His first venture was in May, 1924, when France rejected M. Poincare, being tired of a subservient parliament, tired of the Ruhr occupancy and tired of the reparations wrangle.

Twelve months later, his Government was defeated owing to its financial proposals which included a capital levy. His finance minister was M. De Monzie, who again appears in that role.

In July, 1926, he formed another Cabinet following a Government defeat on M. Caillaux's demand for a free hand, and M. Herriot's government was defeated on a vote of confidence on the same day that its policy was outlined to the Chamber.

FAMOUS FOR PIPE.

His pipe and his old volumes make life worth living for M. Edouard Herriot.

No caricaturist has ever attempted to draw Herriot without his pipe, and no friend has ever thought to wish him well on his birthday without the gift of a book. In his student days, while studying to be a school teacher,

"Wash while you can. Can only enough for your wash."

—Slogan by Mrs. A. Tavares.

M. Herriot spent all of his meagre pocket money on rare volumes which he would pick out of the book boxes hung along the stone embankment of the Seine. In his home in Lyons, he has a library of thirty thousand volumes. He takes great pride in his own literary efforts and recently published a poem in prose, "The Forest of Normandy."

NEW YORK STOCK WEAKNESS

MORGAN'S 'ANTI-BEAR CORPORATION

New York, June 3.

Messrs. Pierpont Morgan and Company, the famous Wall Street financiers, to-day announced the formation of a great security investment corporation with the object of supporting the bond market.

Already capital of over one hundred million dollars has been subscribed.—Reuter.



M. Herriot, France's new Prime Minister and Foreign Secretary.

THE WORLD CRISIS

U.S. SUGGESTS NEW INVITATIONS

RUSSIA AND CHINA

London, June 3.

The British Government is continuing its enquiries among the major Powers to be represented at the Lausanne Conference, to ascertain their views as to the Proposed International Economic Conference to consider methods to stabilise world commodity prices.

The enquiries are still in a preliminary stage and the date and place of such a Conference have not yet been considered.

It is intimated by Washington that the United States Government is quite enthusiastic about the British proposals, but favours a wide membership of the proposed economic conference, and suggest the inclusion in the invitations of Russia, Argentina and Spain.

It is also felt that as stabilisation of silver will presumably be discussed, Mexico, Peru, China and other silver-using countries should be represented.—Reuter and British Wireless.

HALUN FALLS

INSURGENTS AGAIN DEFEATED

Harbin, June 4. Continuing the successes which have been achieved in the past week, the Japanese forces, after inflicting many casualties upon the anti-Manchukuo troops defending Halun, have succeeded in occupying the city.

The defeated insurgents are retreating in a northerly direction and are being pursued by Japanese bombing planes which are reported to be adding to the confusion of the retreating army.—Reuter.

GERMAN CRISIS

CABINET DISSOLVES REICHSTAG

Berlin, June 3. The von Papen Cabinet has decided to dissolve the Reichstag forthwith and thus evade a vote of non-confidence.

The "dictatorship" (of which President Hindenburg, von Papen and General von Schleicher are the principal figures) will rule the country without a Parliament under Article 48 of the Constitution, or with the aid of emergency decrees until the new elections, which will probably be delayed to the last legal date, at the end of July.—Reuter.

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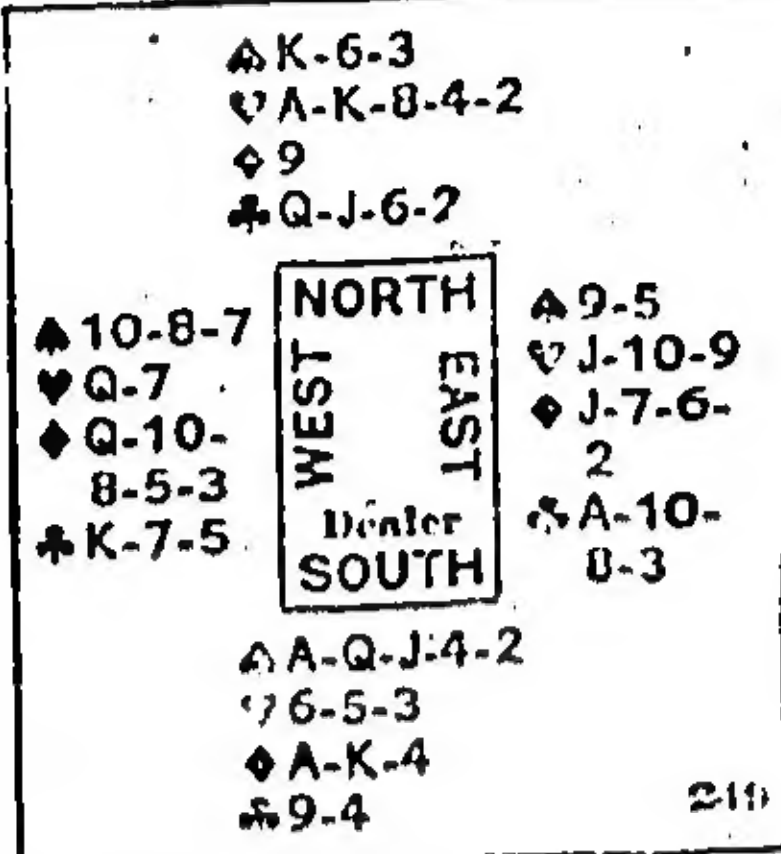
Tel. 20789.

CONTRACT BRIDGE

By W. E. McKenney.

Secretary, American Bridge League.

Don't be too quick to grant losing tricks. Give your opponents a chance to make a mistake. If they make the right play, no harm is done, but extra tricks are often produced when they make the mistake.



The Bidding.

The following hand was played in a duplicate contract championship match, both sides vulnerable. South the dealer opened the contract with one spade. West passed, and North, with three and one-half quick tricks in his hand, gave partner a force by bidding three hearts. East passed and South bid three spades to show a five-card suit. He need not hurry to game as, due to North's force, the bidding must be kept open until game is arrived at. North then bid four spades, which became the contract.

The Play.

West has the opening lead and leads the five of diamonds—his fourth best diamond. Dummy plays the nine. East the jack, and South, the declarer, falsecards, winning the trick with the ace. The ace of spades is led by declarer and then the four of diamonds which is trumped in dummy with the six of spades. The king of spades is returned from dummy. East plays the seven, declarer the deuce, and West the eight.

The declarer can see that he must lose one heart and two clubs. Where can he pick up an extra trick? If the heart suit could be established, the clubs could be discarded on them. The declarer decides to give the opponents a chance to make a mistake and leads the deuce of hearts from dummy. East plays the nine, declarer the three, and West the seven spot. There are no more diamonds or trump in dummy. East, who has the lead, rather hesitates to lead his ace of clubs and probably establish the club suit in dummy. While this is the best play, he is put up against the guess and makes the wrong guess, returning the seven of diamonds, his partner's suit, which South wins with the king, discarding a club from dummy.

The queen of spades is led, picking up the 10 of spades in the West hand and another club discarded from dummy. Then the six of hearts is led to dummy's ace, the king of hearts is returned which picks up the last heart from East. This makes the four and eight of hearts good in dummy upon which the declarer discards his two losing clubs, and the jack and four of spades in his hand are good for the last two tricks.

By giving the opponents a chance to make a mistake, the declarer has made two extra tricks which gives him six odd, but the two extra tricks are scored only as overtricks as the small slam was not bid.

OPEL

For Economical Motoring.

CITY HALL

THE PROPERTY TO BE
DISPOSED OF

FUTURE PLANS

The vexed question of the future of the City Hall, which has been closed to use since the beginning of this year, owing to the P.W.D. having condemned the building as unsafe, appears to be disposed of in the decision of the Government to resume possession of the whole property, part of it to be sold and part developed in accordance with a general scheme of town planning. The resumption is to be provided for by Ordinance, a draft of which is published in the Government Gazette.

The draft Ordinance and "objects and reasons" are fully set out below:

1. This Ordinance may be cited as the City Hall Resumption Ordinance, 1932.

2. The Indenture of Crown Lease of Marine Lot number eighty-two dated the sixth day of March, 1866, and made between Her late Majesty Queen Victoria, of the one part, and Alexander Turing, John Macdonall and Phineas Ryle, of the other part, is determined; and the premises thereby demised together with all buildings now standing thereon revert to the Crown free from any restriction whatever, and the Governor shall have power to deal with the same and to dispose of the same for building or any other purpose in the same way and to as full an extent as in the case of other Crown lands; and all trusts, property, estate, rights, claims and easements or supposed trusts, property, estate, rights, claims or easements of any persons or class of persons, whether Crown leaseholders, shareholders in the City Hall or licensees or otherwise, whether inter se or in any other respect to the user or possession or occupation of, in, over, or in any way in relation thereto are absolutely extinguished and determined.

(1) The treasurer of the Committee, hitherto known as the City Hall Committee, shall pay to the Colonial Treasurer any unexpended balance remaining of the Committee's funds; and the Colonial Treasurer shall thereupon transfer such balance (if any) to the general revenue of the Colony.

(2) The provisions of sections 10, 11 and 12 of the Unclaimed Balances Ordinance, 1929, shall apply to any money so transferred to the general revenue of the Colony to the same extent as if such money had been transferred under the provisions of the Ordinance mentioned in the said sections except that no petition under section 10 or section 11 shall be entertained unless presented within one year after the commencement of this Ordinance.

(3) Subject to the provisions of this section all claims of any person against the Government, the City Hall Committee or any member or officer thereof in respect of such money as well as all trusts in respect thereof are absolutely extinguished and determined.

Library and Museum.

4.—(1) The City Hall Committee shall hand over the furniture, fittings, book-cases, books, show-cases, specimens, exhibits and other effects of the City Hall, including the library and museum, to the Director of Public Works who shall dispose of them, or any of them, as the Governor in Council may direct.

(2) Subject to the provisions of this section all claims of any person against the Government, the City Hall Committee or any member or officer thereof in respect of the property to be transferred to the Director of Public Works as well as all trusts in respect thereof are absolutely extinguished and determined.

5. Nothing in this Ordinance shall be deemed to affect the

rights of His Majesty the King, His Heirs or Successors, or the rights of any body politic or corporate or of any other person except such as are mentioned in this Ordinance and those claiming by, from or under them.

Objects and Reasons.

The Buildings known as the City Hall are situate on Marine Lot No. 82.

By Indenture of Crown Lease the Lot was granted by Her late Majesty Queen Victoria, subject to the payment of the nominal sum of five dollars and reserved rental of one dollar per annum for the term of 999 years from the 1st March, 1866, to three individuals as lessees—A. Turing, J. Macdonall and Phineas Ryle.

The usual lessee covenants in the Indenture (including a ten thousand dollar building covenant) were preceded by the following words:

"And in order that the covenants hereinafter contained on the lessees part may attach to and run with the said land and the tenancy thereof and be obligatory on the lessees their Executors Administrators and Assigns as long only as they shall be in actual possession of the premises but not further or otherwise the said lessees do jointly and severally for themselves their heirs executors administrators and assigns, . . . covenant promise and agree," etc.

The final covenant is varied, however, by the insertion of the following words:

"And further that the said lessees their executors administrators and assigns or any other person or persons shall not nor will during the continuance of this demise use the said demised premises otherwise than as and for a City Hall."

Use as City Hall.

The final clause in the lease is as follows:

"And whereas the demise hereinafter contained has been made by Her said Majesty in order that a fit and proper site may be had solely for the purpose of the said City Hall, and although the value of the said site is considerable, the said demise has been made (of Her said Majesty's favour) without pecuniary consideration but upon the condition next hereinafter expressed, that is to say, Provided lastly that the said demised premises shall not nor shall any part thereof be used for any other purpose than for a City Hall and that in case the said demised premises or any part thereof shall thereafter be used for any purpose other than for a City Hall, then in every or any such case the term estate and interest hereby demised in the said premises shall thereupon absolutely cease and determine and it shall and may be lawful for Her said Majesty, Her Heirs Successors and Assigns by the Governor of Hongkong for the time being or other person duly authorised in that behalf into and upon the said demised premises or any part thereof in the name of the whole to re-enter and the same to have again retain repossess and enjoy as in Her or their first or former estate and as if these presents had not been made and the said lessees their executors administrators and assigns and all other occupiers of the said premises therout and thence utterly to expel put out and remove, this Indenture or anything contained therein to the contrary notwithstanding."

No Further Concern.

It is believed that of the three lessees the last survivor was Phineas Ryle, who in Suit No. 93 of 1890 unsuccessfully claimed an injunction against the Government from proceeding with the Praya reclamation opposite Marine Lot 82, and who died on the 21st February, 1892, devising to the trustees of his will, their heirs, executors and assigns, subject to the trusts and equities affecting the same, all estates vested in him as trustee. Letters of Administration annexed were granted on the 14th April, 1892, to A. W. (Continued on page 13).

ANNOUNCEMENT.

We have been appointed Sole Agents for Hongkong & South China for the following British manufacturers:—

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Georgette Crepe, Finest	1.20 ..
Gents Pyjamas, Real Silk	Per Suit 5.00 ..
Best Shanghai Fuji, all colours, 29 inch.	0.80 ..
Real Plain Washing Satin in all colours, 27 inch. wide	1.00 ..
Best Pearl Crepe in all colours, 32 inches wide	2.50 ..
Neckties and Handkerchiefs to Match	Per Set 1.00 ..
Radium Silk 27 inches wide	1.70 ..
Radium Silk 36 inches wide	2.20 ..
Gents Silk Bathrobes	4.50 ea.
Pongee Suits made to order	Per Suit 10.00 ..
Hand Embroidered Real Silk Underwear Sets, 3 pcs.	8.50 Set
Hand Embroidered Real Silk Ladies' Pyjamas	5.50 Suit
Hand Embroidered Real Silk Ladies' Nightgowns	3.80 ea.
Hand Embroidered Real Silk Ladies' Knickers and	1.70 ..
Bloomers	1.00 ..
Real Plain Crepe de Chine, all colours, 27 inch.	1.10 ..
Real Plain Tipton Crepe, all colours, 27 inch.	1.10 ..
Real Plain Kabe Crepe, all colours, 27 inch.	1.80 ..
Real Plain Crepe de Chine all colours, 40 inches	0.60 ..
Plain Fuji, all colours, 27 inch.	3.80 ..
Hand Embroidered Real Silk Ladies' Petticoats	3.50 ..
Hand Embroidered Real Silk Ladies' Knickers and	4.50 Yd.
Gents Silk Shirts	4.50 Yd.
Silk Lace, Excellent Quality, 48 inches wide	10.00 Suit
Shining Crepe Ladies Beach Pyjama Guarantee for Wash	5.00 ..
Shining Crepe Small Size Beach Pyjama Guarantee for Wash	4.50 Suit
Poplin Gents Pyjamas	@ 2.75 ea.
Poplin Gents Shirts	@ 0.75 Yd.
Printed Silk Voile 36 inch. wide Guarantee for Wash	@ 1.10 ..
Best Quality Striped Spun Crepe for Shirts and Frocks, 27 inch.	1.10 ..

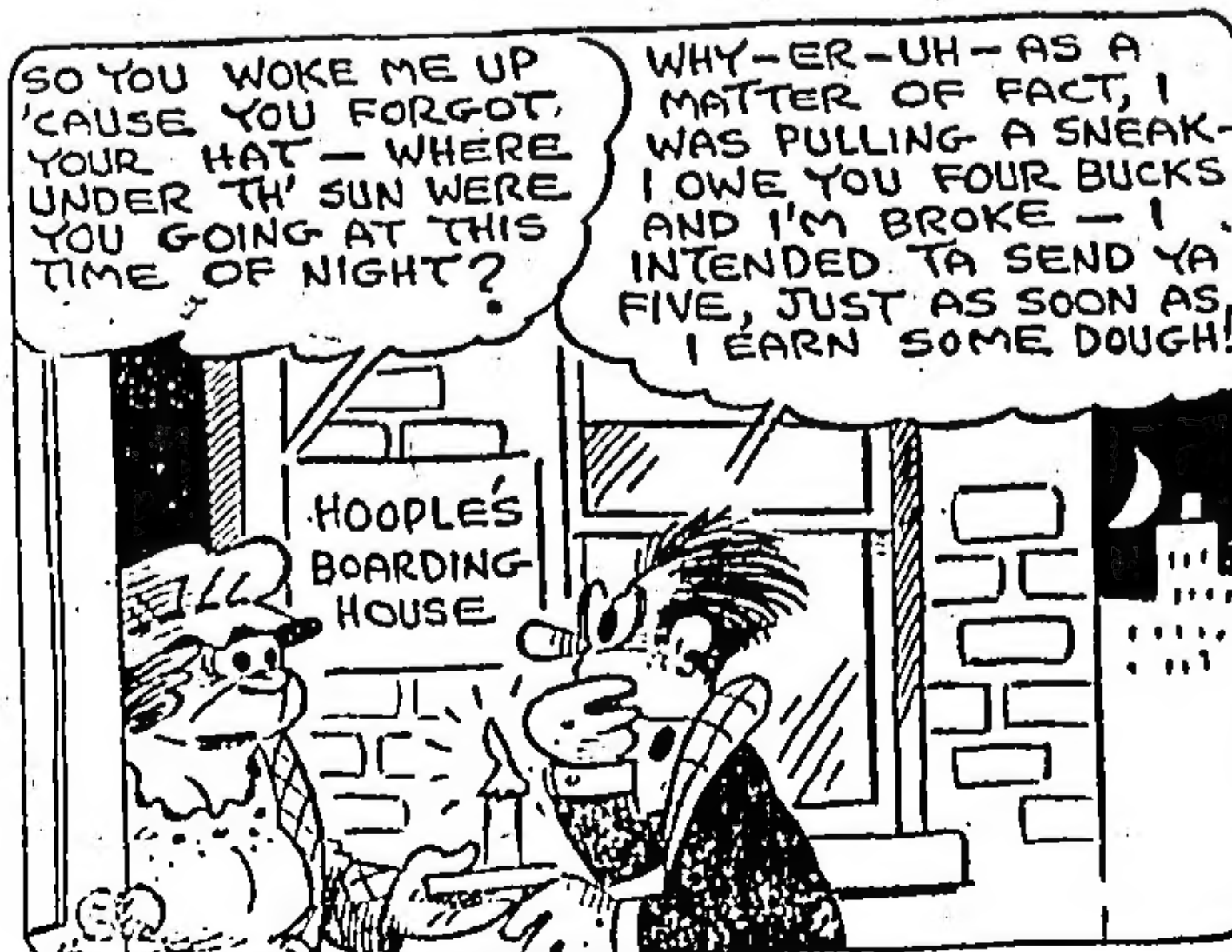
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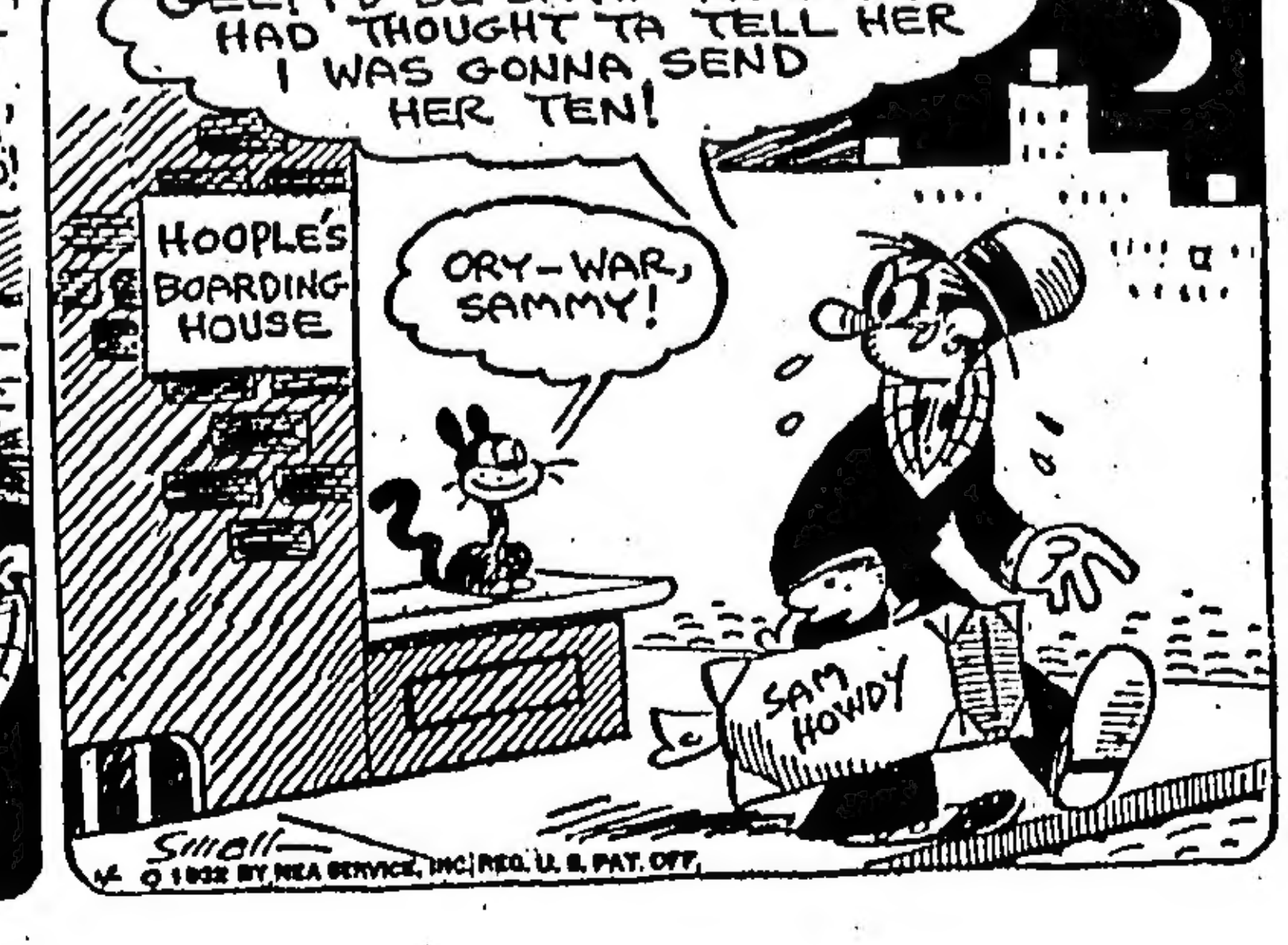
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Sam Misses a Trick!



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PROGRAMME.

- PART I
1. OVERTURE Keler Bela
 2. VALSE FANTASIE M. Gluka
 3. MADAME BUTTERFLY G. Puccini
- Interval
- PART II
1. LA SOURCE Leo Delibes
 2. HUMORESQUE A. Dvorak
 3. SOLVEIG'S SONG E. Grieg
 4. HUNGARIAN RHAPSODY D. Popper
- CELLO SOLO
- By A. Podolsky of Moscow Grand Opera
- Interval
- PART III
1. PAGLIACCI Leoncavallo
 2. POLONAISE Fr. Chopin
 3. INVITATION TO THE DANCE C. Weber & H. Berlioz

Massed Bands Under the Direction of Mr. J. Futera.

SUNDAY, 5th JUNE, 1932

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CHAPTER I (Continued).

Susan smiled. In some obscure way the outlook had been lightened. "I'm going to have to earn my living in the meantime," she said. "How's your aunt?" Mrs. Milton wanted to know.

"Oh, Aunt Jessie's fine," Susan frowned a little as she said it. Mrs. Milton's sharp eyes caught the frown.

"As strict as ever?" she wanted to know.

Susan flushed and nodded. Mrs. Milton clucked sympathetically. "Well, as I always say, I don't believe in bringing up girls too stiff-necked," she observed comfortably. "Mine always had a good time."

There's Veronica who's got herself a good husband and a nice home out in Oak Park. And Grace out in Pasadena. My girls had lots of beaux and I encouraged 'em. I believe in it. If you don't see they have a good time somebody else will. And that may not be so good. Your Aunt Jessie's old style like my mother. My mother thought we ought to sit on the front steps, all in a row, until we were 30. She laughed wheezily. "Well, none of us did. Both myself and Lide—that's my younger sister—eloped."

Susan smiled in sympathy. "But I don't particularly want to marry young," she explained. "I've got to work and help Aunt Jessie because she raised me and I owe her a lot. I just want a little freedom and some fun."

"That's right. That's right," Mrs. Milton patted her on the shoulder. "Now you run along back and start having some. There are some boys there who want to miss you in your pink dress."

A bit reluctantly Susan obeyed. Rose Milton, a tall blonde girl wearing many blue ruffles, rushed up to her. The rugs in the big front room had been rolled back and four or five couples were dancing. Not to the music of the radio. A dark-haired young man was pounding out "St. Louis Blues" at the piano in the corner. He played with his whole body. Hands, feet, even his head moved to the rhythm. Susan stared at him, fascinated.

Rose led her toward the pianist. "Ben Lampman, here's the girl I told you about. Susan Carey. She's not a nitwit like the rest of us. She has brains. Talk to her."

The young man stopped playing "St. Louis Blues" in the very middle of a mournful phrase and jumped up. He was tall and lean and vaguely rumpled looking. Susan put her slim hand into the crushing grip he offered her. Someone turned on the radio after a moment or two of grumbling on the part of the interrupted dancers and young Lampman murmured, "Want to dance?"

Susan did. Although she had so few opportunities she danced well. Even this indifferent partner could not spoil her pleasure in rhythm. The young man was the rangy sort who bumped into things and murmured "Sorry" every so often. Mrs. Milton's front parlor, after all, was no ball-room. Chairs and tables leaned out from corners to trip the unwary passerby. After a bit, rather flushed, Susan dropped into a chair and Ben Lampman fanned her awkwardly. "Did—did anybody ever tell you that you looked like Joan Crawford?" he asked.

"I hadn't thought about it," said Susan. "I'm learning to be a big business girl."

"That's terrible," barked Ben Lampman. "I think the men in the gay nineties were right. Woman's place is in the home."

Susan stared. She thought he must be joking. But the young man was in deadly earnest.

"Makes me sick, seeing these swarms of young girls all over down town, morning and night," he said. "They ought to be in nice kitchens or taking care of kids."

"Hello, Silly!" trilled Rose Milton, overhearing this last. "Rolly round, girls and boys, and listen to Ben rave. He's on the stump again."

The young man reddened. Rose grasped his hands and pulled him to his feet. "Back to the piano, you," she sang gaily.

"If that's the best you can do for Susan Carey you'd better pound out some more music and let her dance."

One of the boys Susan had known in high school, Eddie Wilkins, came up and claimed her. Susan felt a fool. What an uncomfortable sort of person young Lampman was! Eddie muttered in her ear that Ben was "kind of a socialist or something." A frank, Susan decided. But a rather interesting frank. And how he could play!

As the evening wore on Susan's eyes brightened and the flush in her cheeks deepened. She was having a good time! It was too good to be true. At 11 o'clock she jumped up, startled. Mrs. Milton and a coloured woman were beginning to serve supper, but Susan dashed into the bedroom and retrieved her wraps from the mountain of coats on the big bed.

Rose dawdled after her. "Honestly, do you have to go?"

Susan pulled on her gloves. "Oh, you know Aunt Jessie! She would have the police out searching for me if I stayed any longer."

"It's a shame," Rose said, "but I'll get one of the boys to take you home. You mustn't go by yourself."

"Don't bother," begged Susan. She had visions of a long walk home with a bored young man who would be annoyed at being dragged away from the feast.

When she arrived at the front door she found Ben Lampman there, hat in hand. "Rose said you were going—do you mind?" he stammered.

"It's very kind of you," said Susan, politely. But she was rather appalled at the prospect of walking eight blocks with young Mr. Lampman who thought woman's place was in the home. He and Aunt Jessie would get along rather well.

However, Ben spared her any more harangues. He talked desultorily of music, of what he wanted to do. He dreamed of having an orchestra of his own "like White-man's." Susan could sympathize with this.

"I think that would be wonderful," she told him enthusiastically. "Do you, honestly?" He was

INTERPRETATION.

NEW SCALE OF FEES FOR THE HONGKONG COURTS

The following scale of fees for interpreting in Courts is published in the Gazette in substitution for that in Government Notification No. 671 of 24th November, 1901:

In the Supreme Court:
For interpreting in an Eastern Language: \$3 per hour or part thereof, with a minimum of \$5 for any part of a day.

For interpreting in a Non-Eastern Language: \$5 per hour or part thereof, with a minimum of \$10 for any part of a day.

In the Magistrate's Court:
For interpreting in an Eastern Language: \$3 per hour or part thereof.

For interpreting in a Non-Eastern Language: \$5 per hour or part thereof.

This notification does not apply to Government Officers.

almost pathetic in his desire for approval.

"Yes, I do." And then Susan told him about her struggles with the demon, shorthand and her fear that she would never conquer what Aunt Jessie called "the business world."

Ben Lampman growled, "Stick with it. You'll be successful, I can see that. Don't mind what I said to-night about girls working. I know that's behind the times. From what you tell me you've got a hard row to hoe with this aunt of yours. You've got to strike out for yourself."

Susan flushed and stammered loyally. "Aunt Jessie is all right. She just doesn't understand."

Now they were at her doorstep. The little house looked shrouded and secretive. For a minute Susan was terribly nervous. What if Aunt Jessie should be waiting up, should call out, "Come straight in this minute, Susan Carey!" She had been known to do that.

Hastily she held out her hand. "It was awfully nice of you to bring me home," she murmured. "Thanks so much."

Ben Lampman grasped the hand feverishly. "I want to come and see you sometime," he said.

Susan felt a distaste for the young man's ardor. "I—I don't know," she said vaguely. "Maybe, some time."

"I'll telephone," he promised as she ran up the stairs.

Aunt Jessie called out, "Who was that you were talking to?"

Susan said, "Just a friend of Rose's who brought me home."

She crept into her room, turned on the light and moved about as softly as possible, making ready for bed. After she had hung away the pink dress and slipped into her worn old dressing gown she stood for a long time staring at herself in the mirror. She traced the wing-like stroke of her black brows. She widened her grey eyes and smiled at the effect.

Was it true—did she really want to be a business girl? Or was she just kidding herself because she wasn't popular with the boys as Rose Milton and most of the other girls were?

She didn't know. This young man, Ben Lampman, had disconcerted and annoyed her. Yet his obvious admiration had saved a sore spot in her ego. What had he meant by saying he knew she'd be a success?

Susan yawned and just then Aunt Jessie, to whom every creak and whisper in the little house spoke as plainly as a child to its mother, called out, "For heaven's sake, Susan Carey, stop primping in front of the mirror and get to bed. You've got to get up in the morning."

Oh, the morning! As if she'd forgotten the sarcastic shorthand teacher and the difficult test there would be next day. Susan thought of Ben Lampman and squared her shoulders. "I'll pass those tests," she said sturdily. "And I'll get a job and make money and put in an oil burner for Aunt Jessie and get a silver fox for myself. I'll show them!"

Who it was she meant to show Susan didn't quite know.

Perhaps the neighbours who often said, "Poor Jessie Carey! She's been burdened all her life with her brother's child!" Perhaps it was that ruddy, fair-haired boy at Block's shorthand school, the one who had been expelled from college.

Irrelevantly Susan wondered what Robert Dunbar would have thought of Rose Milton's party. He probably would have been bored to death. Dancing to the radio, eating brick ice cream from a golden oak dining room table, would probably not fit in with his ideas of gaiety.

"Wonder what he's really like," Susan speculated just before she dropped off to sleep.

She had no notion how soon she was to know about that!

(To Be Continued.)

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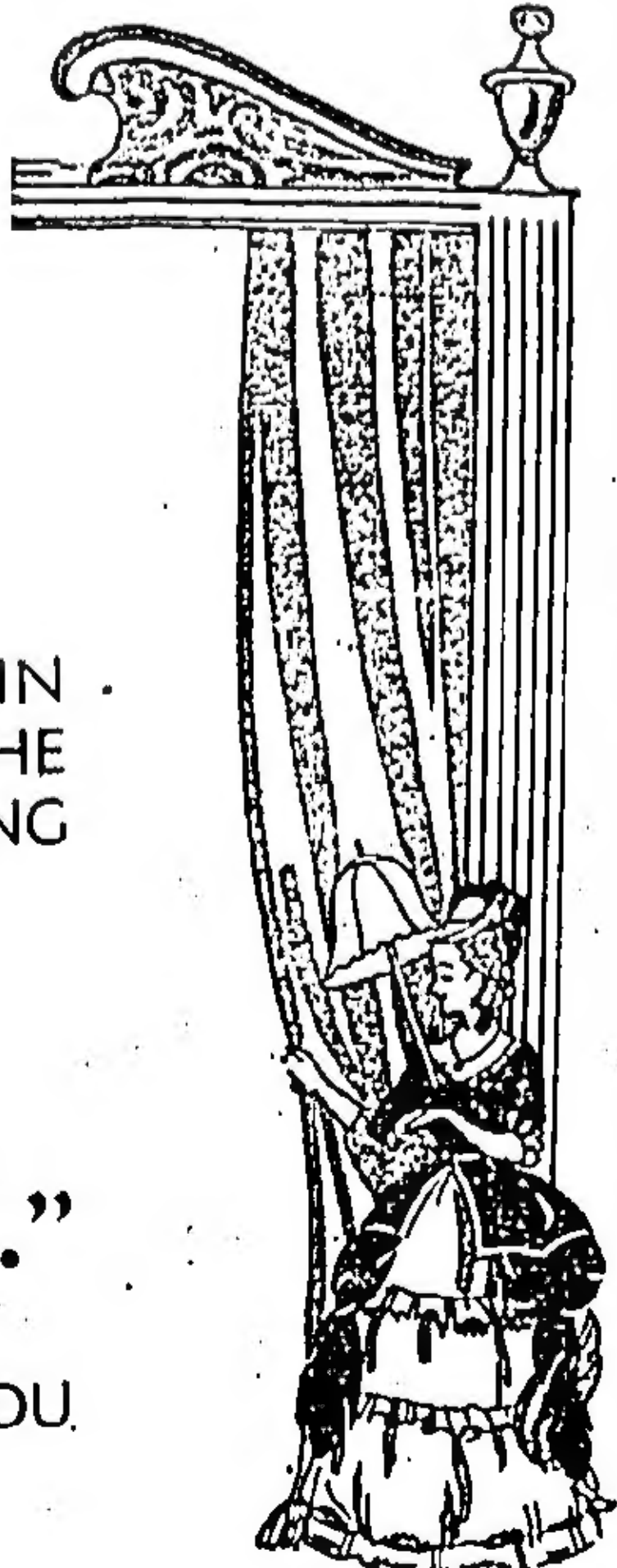
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NEW ADVERTISEMENTS.

THE MACAO JOCKEY CLUB.

PROGRAMMES and ENTRY FORMS for the THIRD Extra Race Meeting to be held in Macao on Sunday, the 26th June, 1932, may be obtained at the Sports Club, Hongkong Jockey Club Stables, or at the offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road, Central.
ENTRIES close at 5 p.m. on FRIDAY, the 10th JUNE, 1932.

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Notice is hereby given that on Monday, the 6th June, the supply of electricity to Lai Chi Kok, Chung Sha Wan and Shek Lai Pui districts will be discontinued between the hours of 9 a.m. and 5 p.m.

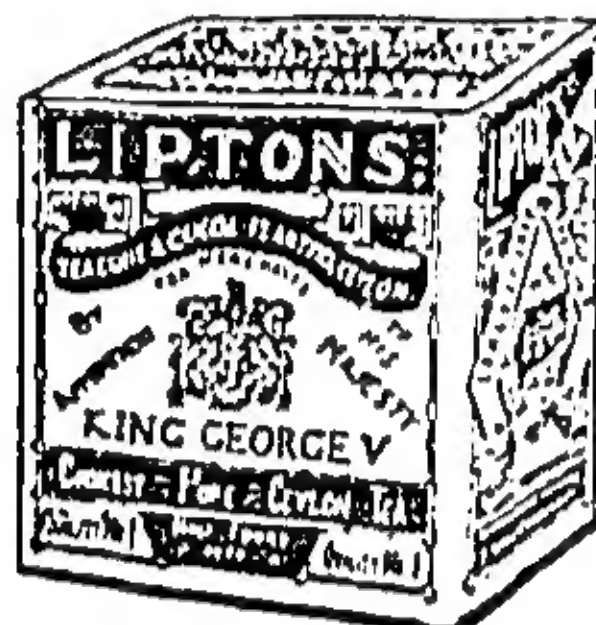
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CHURCH SERVICES

Second Sunday After
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ST. ANDREW'S CHURCH.

The following are the forth-coming services, etc., at St. Andrew's Church, Kowloon:
Sunday, June 5, 2nd Sunday after Trinity.

8.15 a.m. Holy Communion.
10 a.m. Young People's Service and Primary Sunday School.
11 a.m. Morning Prayer and Holy Communion. Preacher, The Vicar.
6 p.m. Evening Prayer and Sermon. Preacher, Rev. N. V. Halward M.C.

Scripture Union.
Monday, June 6 at 6 p.m.—Scripture Union Meeting. Speaker, Mrs. Rogers. Subject: The Life of Sadhu Sundar Singh.

Whist and Bridge.
A Whist and Bridge Drive is being held in the Church Hall on Wednesday, June 8, at 9 p.m. under the auspices of the V.D.M.A. Admission \$1; Service Men 50 cents.

MILITARY PARADE SERVICE

At the Cathedral on
Sunday Mornings.

It is notified for information that the Military Parade Service in the Cathedral at 9.15 a.m. on Sunday mornings is open to the public. Anyone wishing to attend is asked to be present by 9.5 a.m. so as to arrange seating accommodation.

June 5.—Preacher, Rev. J. N. Lewis Bryan, B.A., C.P.C.E.
Subject.—Three Views of Life.
The Band of the 1st South Wales Borderers will play throughout the service.

UNION CHURCH.

The following are the forth-coming services, etc., at Union Church, Kennedy Road:
Sunday, June 5.

Sunday School 10 a.m.
Service for Public Worship 11 a.m. (Broadcast).
Evening Service 6 p.m.
Preacher at both services, The Rev. E. G. Powell.

A Social hour will be held in the Church Hall after the evening service.
Tuesday, June 7.
Service Men's Bathing Party. Launch leaves Queen's Pier 5 p.m., returns 7 p.m.
Every Tuesday at 7.45 p.m.
Devotional Meeting of the Soldiers' and Airmen's Christian Association. All Service men heartily welcomed.

Wednesday, June 8.
From 5.30 p.m. to 6.30 p.m. In the Church Hall, The Cambrian Male Voice Choir Practice.

WESLEYAN CHURCH.

(Wanchai).

The following are the forth-coming services, etc., at the Wesleyan Methodist Church, Wanchai, (opposite Royal Naval Hospital, Queen's Road East).
Sunday, June 5, 1932.

Morning Service 10.15 a.m.
Preacher, Rev. E. C. H. Tribbeck.
Subject, "Commissioned" for Failure.

Evening Service 8.15 p.m. Preacher, Rev. A. H. Bray, M.A., B.D., of Haigh College, Fitchham.

Sacrament of Holy Communion will be celebrated at the close of the evening service.
At Sailors' and Soldiers' Home.
Monday.—Badminton Club Meet.
Tuesday, 8 p.m.—Fellowship Meeting.

Thursday.—Badminton Club Meet.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "God the only Cause and Creator." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U. S. A.

SEVENTH-DAY ADVENTIST CHAPEL.

Seventh-day Adventist Chapel, 20 Ice House Street.
Services:
Saturday, 2 p.m. Preaching.
Saturday, 3 p.m. Sabbath School.
Sunday night 6 p.m. Evangelistic Preaching.
Wednesday night 8 p.m. Prayer Meeting.
A cordial invitation is extended to all to attend these services.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

"No Lady." Lapino Lane's new picture, opening to-morrow at the Queen's was made almost entirely "on location" at Blackpool, and thousands of holiday makers who were staying at the great Northern pleasure city when the film was being produced, appear in the crowd scenes.

Incidentally, these crowd scenes were the cause of more than a little trouble to Lapino Lane, who directed the picture, and who told us of the trials caused by the crowds. "We managed to evolve a definite plan of action," he said. "A 'dummy' camera and bogus cameramen would take up a position in full view of the multitude, whereupon a rush would be made to 'be in the picture.' Having thus, as it were, laid a false scent, and drawn off the 'hounds' we would shoot the scene as quickly as possible in some other place, as far out of sight as possible. 'Secrets of a Secretary.'"

Cluett Colbert, of the avette chic and Gallic charm, flashes her winning appeal in "Secrets of a Secretary," the Paramount talkie of New York society life which is showing at the King Theatre today. The story, an original by Charles Brackett, tells of the experiences of a wealthy New York society girl named Helen Blake who makes a bad marriage with a young Argentine, and later finds herself penniless by the death of her father. Her husband turns out to be a despicable fortune hunter, and deserts her when her fortune fades away. The girl then gets a job as a secretary with her wealthy friends, the Merritts, who are preparing for the marriage of their young daughter, Sylvia, with young Lord Danforth, an English peer. Complications arise when Danforth, upon his arrival from London, falls in love with Helen, although professed as the husband-to-be of Sylvia. But Sylvia has been carrying on a dangerous affair meanwhile with the young Argentine who is posing as a singer and dancer in a night club, although in reality he is an operative for a gang of jewel-crooks. Sylvia gets hopelessly entangled in the Argentine's crooked dealing and when he is killed, Helen finds it necessary to sacrifice her own good name to save that of Sylvia. Lord Danforth finally straightens the tangle and marries the social secretary. Miss Colbert plays the part of the secretary. The part of Sylvia is played by Betty Lowford, who was the leading feminine juvenile in George Arliss' "Old English."

Herbert Marshall, favourite Broadway leading man, plays the role of Lord Danforth. Marshall played the romantic lead to the late Joanne Engels in her first talkie—"The Letter." The villainy is provided by George Metaxa as the Argentine fortune-hunter. Metaxa, a favourite of the London musical stage, here appears in his first American-made talkie. Mary Boland, the star of that popular comedy "The Vagabond King" which only recently closed a big season on Broadway, is cast as the wealthy society matron. George Abbott, the former New York stage director and playwright, directed "Secrets of a Secretary."

"Girls About Town." Motion pictures are more influential in dictating the styles of the world than are the Parisian designers, says Lilyan Tashman, one of the best-dressed women on the screen and the co-star with Kay Francis of the title of "Girls About Town," which comes to the King's Theatre to-morrow. "Styles of feminine clothing and styles of interior decoration are dictated by what appears on the screen," Miss Tashman says. "I know this is true because of the response following the release of every picture."

"The well-dressed women receive requests for patrons and photographs and the studio is asked for plans of settings and information as to where decorations and furnishings can be duplicated." Many furniture and novelty manufacturers take advantage of this style setting to manufacture popular items for general sale, according to A. E. Freudman, head of the Paramount set dressing department. Scores of new items of decoration and furnishing will be seen in "Girls About Town," modern New York comedy in which Kay Francis, Joel McCrea, and Miss Tashman appear, he said. "The studio does not bother to patent furniture with the result that styles are generally copied. The large room and the high backed chair have been adopted in homes after the studios introduced them to give the impression of spaciousness and luxury."

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From	Per	Due
Shanghai and Swatow	Kanchow	June 4.
Calcutta and Straits	Hosang	June 4.
Australia and Manila	Nankin	June 4.
Japan	Sydney Maru	June 5.
Manila	Pres. Lincoln	June 6.
Japan	Africa Maru	June 6.
Japan & Shanghai	Athos II	June 7.
Saigon	Andre Lebon	June 8.
Canada, U. S. A., Japan & Shanghai (Vancouver B. C., 21st May)	Emp. of Russia	June 8.
London	Hinkokai Maru	June 10.
Australia & Manila	Changte	June 10.
U. S. A., Honolulu, Japan and Shanghai (San Francisco, 13th May)	Haruna Maru	June 10.
London	Pres. Garfield	June 11.
U. S. A., Honolulu, Japan and Shanghai (San Francisco, 20th May)	Karmala	June 11.
Manila	Pres. Coolidge	June 12.
Calcutta and Straits	Tatata Maru	June 12.
	Tatata Maru	June 13.
	Takada	June 14.

For	Per	Date and Time
Japan, Canada	Ixion	Sat., June 4.
	Reg.	June 4, 9.15 a.m.
	Letters	June 4, 10 a.m.
	(Due Victoria B. C. 27th June)	
Sanshin and Wuchow	Tai Ming	Sat., June 4, 4 p.m.
Manila	Borneo	Sat., June 4, 4.30 p.m.
Poochow	Pres. Cleveland	Sat., June 4, 4.30 p.m.
Shanghai and Europe via Siberia	Yusan	Sat., June 4, 5 p.m.
Straits and Calcutta	Gange	Sat., June 4, 5 p.m.
	Kumsang	Sat., June 4.
	Letters	June 4, 5 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Ranchi	Sat., June 4.
	Par.	3rd, 9 a.m.
	Reg.	June 4, 9 a.m.
	Letters	June 4, 10 a.m.
	(G. P. O.)	
	Par.	3rd, 10 a.m.
	Reg.	June 4, 9.45 a.m.
	Letters	June 4, 10.30 a.m.
	(Due Marseilles, 1st July)	
Swatow, Amoy and Formosa	Canton Maru	Sun., June 5, 9 a.m.
Australia and New Zealand via Brisbane	Kayong	Sun., June 5, 9 a.m.
	Sydney Maru	Mon., June 6.
	Par.	June 6, noon.
	Reg.	June 6, 1.45 p.m.
	Letters	June 6, 2.30 p.m.
	(Due Vancouver B.C. 27th June)	
	Tishlak	Tues., June 7, 10.30 a.m.

Swatow	Kiangsu	Mon., June 6, 10.50 a.m.
Swatow	Hydrangun	Mon., June 6, 3 p.m.
Shanghai, Japan, Canada, U.S.A., "Central and "South America" and "Europe via Vancouver B.C."	Hiye Maru	Mon., June 6, Reg., June 6, 4.15 p.m. Letters, June 6, 5 p.m. (Due Vancouver B.C., 27th June)
Batavia	Tjisalak	Tues., June 7, 10.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa and "South American Ports"	Africa Maru	Tues., June 7, 10.30 a.m.
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., June 7, 1.30 p.m.
Shanghai, "Japan and "Europe via Siberia	Andre Lebon	Tues., June 8, 1.30 p.m.
Swatow, Amoy and Poochow	Hai Ning	Tues., June 7, 2 p.m.
Shanghai, Japan, Honolulu, U.S.A., "Canada, Central and South		

América and Europe via San Francisco	President Lincoln	June 7.
	Parcels	June 6, 5 p.m.
	Registration	June 6, 5 p.m.
	Letters	June 8, 8.30 a.m.
	(Due San Francisco, June 28.)	
Saigon, Ceylon, India, Mauritius, East and South Africa, *Egypt and *Europe via Marseilles	Athos II	Tues., June 7.
	K. P. O.	
	Reg.,	June 7, 1 p.m.
	Letters,	June 7, 1 p.m.
	G. P. O.	
	Reg.,	June 7, 1.45 p.m.
	Letters,	June 7, 2.30 p.m.
	(Due Marseilles, 9th July).	
Swatow	Norviken	Wed., June 8, 8.30 a.m.
Sandakan	Hinsang	Wed., June 8, 10.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, *Egypt and *Europe via Marseilles		

*Superscribed Correspondence only.

EXCHANGE RATES

Previous Day.	Yesterday	1932
Paris	93%	10.50
Geneva	18.82%	18.30
Berlin	15.60	110
Delo	20.1/10	4%
Helsingfors	215	1/5.49/64
Athens	565	1/9.1/16
Buenos Aires	34%	30
Shanghai	1/8.1/16	4.20
New York	3.69%	10.1/10
Amsterdam	9.09%	10.1/10
Vienna	30%	10.1/10
Madrid	44%	10.1/10
Bucharest	650	10.1/10
Hongkong	1/3%	10.1/10
Brussels	26%	10.1/10
Milan	71%	10.1/10
Prague	124%	10.1/10

ASSEUR R. SHIMIDZU.

Recommended for many years of Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
24, Wyndham Street. Tel. 24945.

FOR SIX DAYS ONLY.

Genuine Sale of
RADIOS & RADIO GRAMOPHONES
AT BARGAIN PRICES.

ALL FIRST CLASS INSTRUMENTS.

YOUR OPPORTUNITY OF GETTING A MODERN SET
AT A VERY LOW COST.

S. MOUTRIE & CO., LTD.

Chater Road.

NEW SHOES

FROM

AMERICA

IN

AA—AAA FITS

AT

GORDON'S LTD.

FELIX HAT SHOP

York Building.

Next to Moutries.

JUST RECEIVED A CONSIGNMENT OF

"LUCILLE" FROCKS

IN THE

NEW ONDESE CREPE.

ALSO

NOVELTY WASHING FROCKS.

Including a Large Number of Sizes 14" and 16".

SPOTS are SNAPPY!

WE HAVE JUST OPENED.

50 DECIDEDLY BRIGHT
DESIGNS IN ALL THE

NEW SPOTTED EFFECTS.

AS USUAL—

WHERE THE NEW GOODS ARE—

BOMBAY SILK STORE

2, D'AGUILAR STREET.



WOMEN'S WORLD

FOR OUR LADY READERS.



[By Joan Savoy.]

Well, there certainly are little surprises around every corner when it comes to fashions this summer.

The more novel and original accessories are the better, provided they are chic, comfortable, wearable.

Certainly none of the new gadgets to brighten the fashion world are any smarter and few as easy to look at and wear as the new ensembles made of soiled felt.

You may never have thought of stepping out to luncheon or tea in felt shoes. But soiled felt proves itself as trim and flattering as any fabric on the market. And you

know what a year it is for fabric hats, purses, shoes and so on.

These felt ensembles come in foursores. There is a tricky little waistcoat—one that looks adorable, too, with white frocks. Then it is complemented by a matching felt hat, shoes and purse.

Gaiety and Originality to Fore They come in the gayest colours and have novel fastenings, original stitchings, the sweetest shapes, and are tailored to perfection by outstanding manufacturers.

Rather nautical in its appearance is the bright blue soiled ensemble which has its snugly fitted vest bordered with stitching

and cut to fit down over the skirt in points in front. It fastens in semi-surplice manner. The half-shell beret has an anchor over the right eye, where you anchor it. The arm bag is trim and the new wider-bottom shape. The T-strap sandal has tiny-pointed white kid edging, to match up with the stitching on the vest.

The other ensemble shown is of grey yellow soiled felt. The yellow jacket clips straight down the front and it has a little notched collar. The hat has a saucy turned-up brim, and a clip on its side. The matching bag has a silver clasp and the shoes are trimmed in white kid.

CURLS TO GO.

Hats for Shorter Hair
Vogue.

The feeling against long hair, and the curls and rolls which up to recently seemed to be the ideal of every Parisienne, is growing daily.

In fact, women are showing an inexplicable anxiety to cut their hair short, considering at what pains they have been to grow it.

No one is quite certain who started this "curls off" movement, but the milliners are frankly delighted.

They say that, since the long hair came in, they have never had so much trouble to please their clients.

Flat curls, cunningly disposed, are evidently going to save the new short-hair fashions from becoming monotonous, and they look as though they will be fairly easy to keep in order.

Turbans Again.

I have seen some women wearing short, loose curls above the nape of the neck, and this style looks very well with some of the new small turban hats.

It is significant that with the return of short hair turbans should have come back into favour again. Worn rather on the side of the head, they are cut up to show some of the hair.

Several of the best-known houses are showing them, or variations of them, in heavy crepes or peau d'ange, in white or two colours. Agnes makes them in ribbon and lets the hair show through; Maria Guy uses pique and Maria Alphonse heavy artificial silk crepes.

Women have taken the small sailor hat to their heart. They can be worn either tilted a little over the nose or very much on one side.

Suzanne Halbot, who makes the sailor shape with a round tucked-in shallow crown surrounded by a broad band of ribbon, insists that these should be worn as much over one ear as possible.

Velvet Evening Caps.

Another hat looks like a square crown without a brim, and is worn with one of the new long coils. The "baby boy" shape has been modified, and is made in every kind of dress material.

Jeanne Lanvin in her new collection shows some huge straw hats and many berets worked in the most intricate fashion, with pleatings, insertions, and encre-

FOR CHILDREN.

We need not look for any complicated effects in dresses for children. The regulation style is the one that best fulfils the present demand for restrained and unobtrusive elegance.

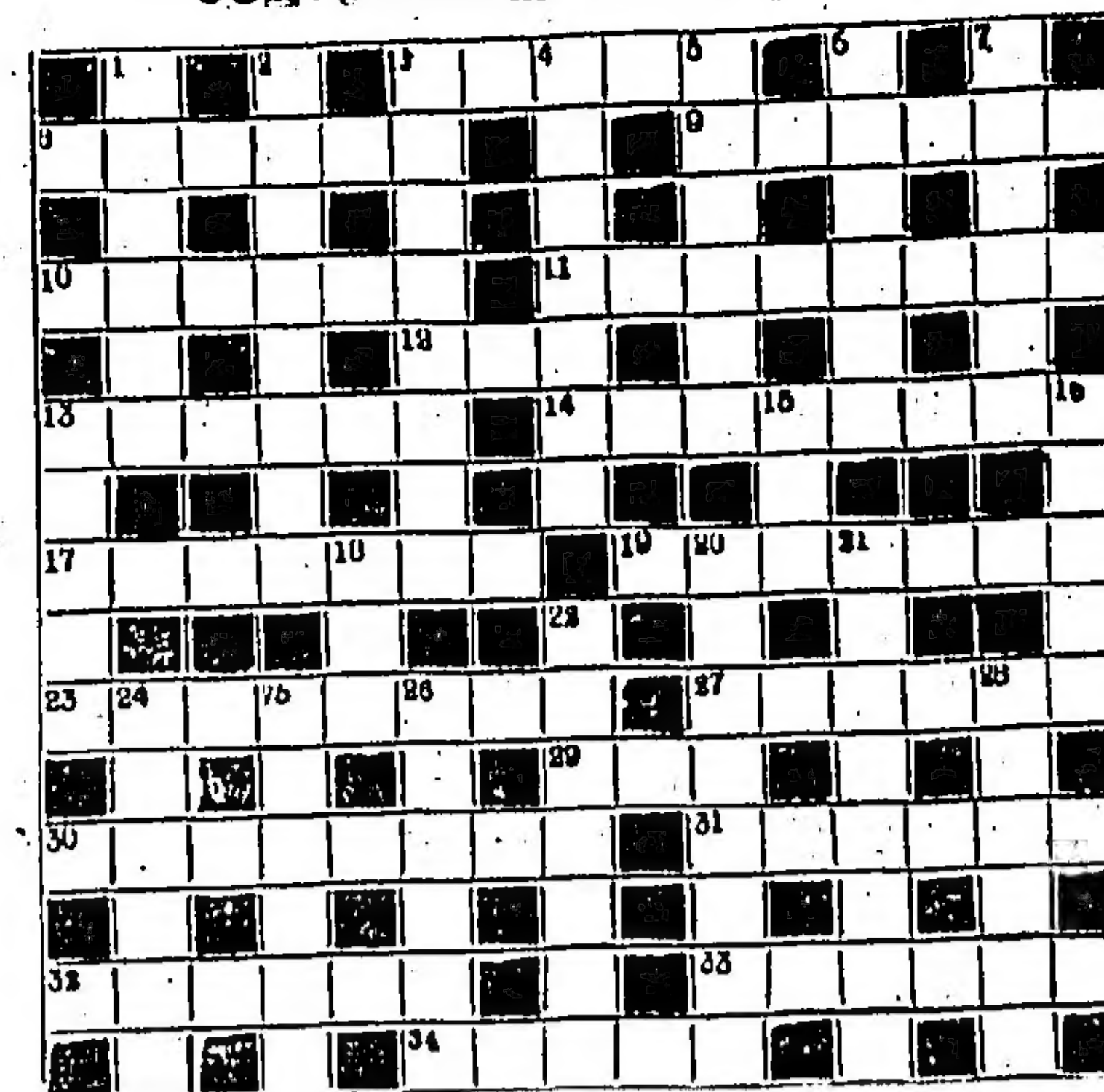
Where children's dresses are concerned, we see straight corsets tucked into the waist-band or held to the skirt.

Crushed or ironed pleats, hollow or full pleats, stitchings and other simple details give variety to ensembles that help to give the charm of youth.

For party-frocks for children, white is the smartest choice. A white dress for a little girl can be made of lace, silk, broderie anglaise or organdi. It can be made of tulle, or of a fine net over a coloured foundation, and of velvet.

stations. One made of strands of straw looks like a head of sleekly brushed black hair.

The great novelty this season is Lanvin's little velvet evening caps, which match the ground-length coats and shoulder-capes which accompany the frocks.—VICTORIA CHAPPELLE in Exchange.

OUR BRITISH CROSSWORDS.

Across

- 3 Many people take the e to give them when beheaded.
- 8 "Amen, Li" (anag.).
- 9 Curtain of special significance in the East.
- 10 Poor old woman! She may be blamed and turned out of Bedlam.
- 11 I warn you—you can't get forward here.
- 12 Might be worn round the neck in a boat.
- 13 Only when new is this coin to be found near Australia.
- 14 Foolish fellows, these, and not only foolish, they sound fishy.
- 17 The oscillatory arborescent environment in which was situated—presumably temporarily—a certain well-known though not specifically cognomized young person.
- 19 "Bais led" (anag.).
- 23 In this part of the vessel one must guide the old.
- 27 European city.
- 29 May be on the Solent or behind a wall.
- 30 Just the kind of vagabond that a theatrical manager loves to see in front of an entrance.
- 31 Shows no emotion no matter how good the cards it holds.
- 32 "Your favourite" is, strangely enough, quite wholesome.
- 33 A one-time Bow Street production now frequently seen coloured in the garden, or plain on the track.
- 34 Very small.

Down

- 1 The exact reverse of 28.
- 2 Get free before the dance starts, and, if good, it will be a welcome relief.
- 3 Nothing else but a bag with fruit will minimise friction.

- 4 This is the unpleasant part which friction may mitigate.
- 5 Step in and see it placed at suitable intervals.
- 6 One would imagine that such a light sleep would be disturbed by the noise inside.
- 7 This kind of honour doesn't sound so empty, after all.
- 13 They are quite destitute of artistic taste.
- 15 In what part of India would a farm animal lose its tail?
- 16 Move-always here, please.
- 18 Get this sailor off your hands with butter.
- 20 This fabric is a good deal of a nuisance.
- 21 "Warbling" (anag.).
- 22 Freedom enjoyed by film fans.
- 24 German.
- 25 Pass, in fact—
- 26 depart! and take your relative with you—
- 28 up and down.

Thursday's Solution.

MONOSYLLABLES
ACROSS
1. THE
2. GET
3. NOTHING
4. THIS
5. STEP
6. ONE
7. THIS
8. AMEN
9. CURTAIN
10. POOR
11. I
12. MIGHT
13. ONLY
14. FOOLISH
15. IN
16. MOVE
17. THE
18. GET
19. BAI
20. THIS
21. WAR
22. FREEDOM
23. IN
24. GERMAN
25. PASS
26. DEPART
27. EUROPEAN
28. UP
29. MAY
30. JUST
31. SHOWS
32. YOUR
33. A
34. VERY
DOWN
1. THE
2. GET
3. NOTHING
4. THIS
5. STEP
6. ONE
7. THIS
8. AMEN
9. CURTAIN
10. POOR
11. I
12. MIGHT
13. ONLY
14. FOOLISH
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22. FREEDOM
23. IN
24. GERMAN
25. PASS
26. DEPART
27. EUROPEAN
28. UP
29. MAY
30. JUST
31. SHOWS
32. YOUR
33. A
34. VERY

MILITANT NOTE.

FIRST UTTERANCE OF NEW
GERMAN MINISTER

Berlin, June 3.
A militant note marked the first utterance of the War Minister, General von Schleicher to-day when he sent a message to the Reichswehr. "I shall take care," he said, "that those spiritual and physical forces of our people, which form an indispensable basis of our national defence, are strengthened."

He added that he would do everything in his power to see that the Reichswehr was capable of protecting Germany's frontiers and guaranteeing national safety.—Reuter.

23743
CENTRAL RADIO SERVICE
KING'S BLDG
(Opp. Sheffer)
RADIO EXPERTS—WORK GUARANTEED

IMPORT DUTY SURTAX.

BIG INCREASES IN DUTCH
EAST INDIES

Batavia, June 3.
An increase of from 20 to 50 per cent. surtax on import duties, which is part of the Government's concrete attempt to deal with the financial crisis, will take effect as from June 15.—Reuter.



The man who is a shining example is often dull.

FRECKLES AND HIS FRIENDS

Who?

By Blosser

Your need these for the
Summer.

PHARMACY'S

SUNBURN LOTION
PRICKLY HEAT LOTION
MOSQUITOL
AND
COCKROACH POWDER.

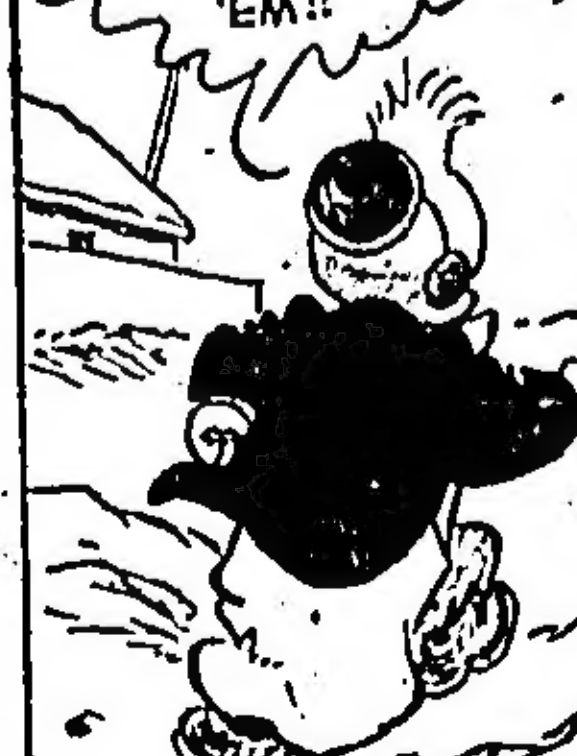
THE PHARMACY.

Phone 20345.

THE OODLES CLUB IS SAVED!!

OSCAR'S CLEVER METHOD OF RAISING THE EIGHTY-FIVE CENTS, BY SELLING RIDES ON HIS NEW VELOCIPED, TO OODLE MEMBERS, HAS SAVED THE CLUB FROM BEING DISBANDED.

SEEMS TO ME THIS CLUB OF OURS OUGHTA HAVE A HONORARY MEMBER... ALL BIG CLUBS HAVE 'EM!!



SAY, DOODLE—I WAS JUST THINKIN'... WE OUGHTA HAVE ONE HONORARY MEMBER IN THIS CLUB OF OURS!!



NOT A BAD IDEA, NOODLE... I WAS JUST THINKIN' OF THE SAME THING... YSR.



OF COURSE, I DON'T LIKE TO BRAG, BUT I GUESS YOU KNOW WHO I MEAN!!



WELL, I DON'T LIKE TO BRAG EITHER, NOODLE!!



SAY! I HAD THIS IDEA OF BEING MADE A HONORARY MEMBER FIRST... LOOK WHAT I'VE DONE FOR THE SHADYSIDE OODLES!!



LISTEN NOW, NOODLE... YOU'RE ON THE WRONG TRACK... NEITHER YOU NOR I ARE GOING TO BE THE HONORARY MEMBER... GUESS WHO WERE GOING TO MAKE THE HONORARY MEMBER... GUESS!



WHO IS GOING TO GET THIS GREAT DISTINCTION?





FORMAZONE

"THE IDEAL SUMMER DRINK."

FULL OF SPARKLE—
DELIGHTFULLY COOLING—
TASTY—INVIGORATING—
HEALTHFUL.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

EST. 1841.

DRINK
FORMAZONE
THE NON-ALCOHOLIC
CHAMPAGNE.



FOR SHORT WEVERS

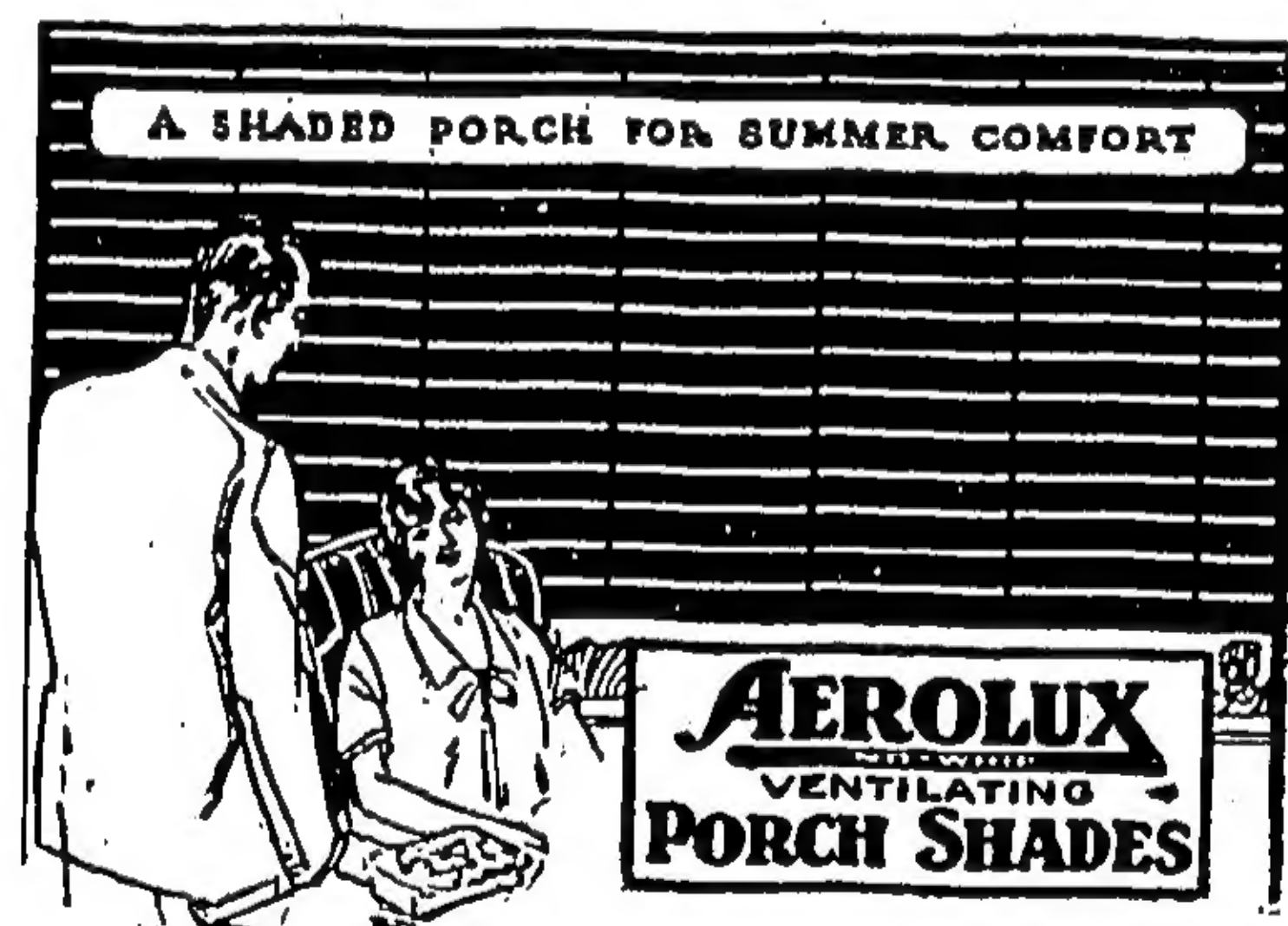
WE DO NOT RECEIVE
ANY COMPLAINT FROM
OWNERS OF "FEDERAL"
SHORT WAVE ADAPTERS.

EASY TO ATTACH
EASY TO HANDLE.

Will Double Your Interest in Radio
Reception.

S. MOUTRIE & CO., LTD.

Chater Road.



IT'S TIME FOR VERANDAH
SHADES.

WE ARE HEADQUARTERS FOR

—AEROLUX—

THEY GIVE FULL VENTILATION.
NEVER FLAP IN THE WIND.
ADD BEAUTY TO THE HOUSE.
AND ARE EASY TO INSTALL.

They Shut out the Sun But not the Air.

From 4'0 to 9'3 Wide, by 7'6 Long.

Furnishing Department

LANE, CRAWFORD, LTD.

THE LATEST



Another thing that will particularly impress you when you drive one of these new cars is the almost unbelievable increase in smoothness and silence, as compared with earlier models and others, due to the virtual wiping out of motor vibration by the use of live rubber engine mountings and various other refinements made possible by painstaking attention to detail which has characterized all the work of Studebaker Engineers.

This grading up process has not been confined to the motor. Every other part of the car has been greatly improved.

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stables Road, Happy Valley.

The
Hongkong Telegraph

SATURDAY, JUNE 4, 1932

BRITAIN'S BURDEN OF TAXES

Two million more people have to pay Income Tax in Britain as a result of the recent alterations in the graduation of that post. This brings the total number of payers up to nearly four and a quarter million. The fact once again illustrates the increasingly heavy burdens which are being shouldered by direct taxpayers. Direct taxation has, in fact, increased more than four and a half times what it was in 1913, while indirect taxation, in which all classes share according to their consumption of the goods on which taxes are levied, has been raised to only slightly more than twice its pre-war value. The more than four million people now liable to Income Tax, it is interesting to note, finance the greater part of the nation's social services, without receiving anything from them in return. According to statistics, they are not numbered among the eighteen million who, in one way or another, derive advantage from health insurance, the three million who draw widows' and old age pensions, or the one and a half million who are allotted poor relief.

Another fact which it is interesting to note is that the sum raised by the last Budget represents a quarter of Britain's now reduced national income. One pound in every four received in salaries, wages, profits and interest by people of Britain is required for the needs of the State, and nearly another five shillings must be added to that pound for local rates and taxes. Social services, whilst costly, have, however, greatly alleviated the lot of the poorer classes. The £40,000,000 which Old Age Pensions cost, the £11,000,000 spent in providing pensions for widows and orphans, and the £56,000,000 which the State contributes yearly towards unemployment insurance have created such general security against economic distress as would have seemed incredible to our immediate ancestors. Great Britain is the most heavily taxed country in the world, but its hard-pressed citizens may take some consolation from the fact that the worst industrial depression in history finds the nation better housed, healthier, better educated and happier than it was in its days of unchallenged prosperity. As a

nation, we are, of course, entitled to rejoice in the immense improvement of social conditions which generous national expenditure has brought about, but people will only prepare a bitter awakening for themselves if they regard the State as a fairy godmother who can continue to pour out benefits from an inexhaustible store.

Even though, by a superhuman effort, the nation should again succeed in raising during the present year the money it actually spends, this can only be done by sapping the country's vital reserves of strength. It would be a disastrous anticlimax to the steady progress which has been made in the living conditions of British democracy if the candle now being burnt at both ends should sputter and go out. Facts and figures reveal how precarious is the basis upon which a Government expenditure of close upon £800,000,000 a year is maintained in times of depression like the present. Britain's national finances are like the Leaning Tower of Pisa, with an overwhelming proportion of the weight on one side.

Wall Street and Reparations.

Whatever may be the views of Washington concerning the future of Reparations and International war debts, Wall Street would seem to be under no illusion as to the unpleasant possibilities in connexion with the continuance of reparation payments. Thus, according to a recent issue of Moody's Investment Survey, issued from New York, Wall Street is assuming that unless the Lausanne Conference results in further adjustment of reparations or extension of the moratorium "Germany, who has dropped reparations from her national Budget, will be compelled either to repudiate her obligations or else to act under the Young Plan, thereby causing worse conditions and relations than those now prevailing." If, however, "the Lausanne Conference could come to a decision reasonably satisfactory to Germany, it might easily prove to be the turning-point in the depression." That some such turning-point is needed is very evident, for since the beginning of this year some 1,160 American companies have reported losses or smaller earnings than during the previous year, while so far more than 340 Corporations either omitted or reduced dividends. Commenting upon the recent measures enacted at Washington with the general question of credit expansion, and especially through the large scale open market purchase of U.S. Government securities, the Federal Reserve system has taken a step which may help materially to check deflation of credit and stimulate a rise in prices. At the same time, it is recognised that much must depend upon the attitude and the action of the member banks. Messrs. Dominick and Dominick summarize the present situation as follows: While the Federal Reserve's current programme may result in some improvement in prices of securities and commodities, or a "moderate inflation," as it is popularly called, this end will be achieved, owing to the many factors other than Federal Reserve credit which are involved in the determination of prices. If a price improvement should occur as a result of the Federal Reserve's open market operations, it could hardly be defined as "inflationary" since the currency and credit in use would be fully secured by gold and other lawful reserves. In short, there seems no likelihood, that a marked inflation will take place, unless some new and unexpected factors are introduced into the situation.

SECOND ATTEMPT.

STANLEY HAUSNER BEGINS LONG FLIGHT

New York, June 3. Stanley Hausner who started a trans-Atlantic flight last week but was forced to return, began on his second attempt to-day. He hopes to fly to Warsaw without a stop.

Hausner left Linden (New Jersey) on May 28 in a Bellanca 220 h.p. machine but returned after six hours owing to instrument trouble.—*Reuters' American Service.*

DAY BY DAY

PEOPLE DO NOT BELIEVE WHAT THEY WILL BUT WHAT THEY ARE TOLD. AND WE PROPOSE TO TELL THEM.—*Soviet Official.*

It is notified that Mr. G. R. Sayer has resumed duty as head of the Sanitary Department.

The speaker at the Rotary Club dinner on Tuesday will be Mr. E. F. Selk, whose subject will be "New Guinea."

It is notified that the authority to retail, dispense or compound dangerous drugs, previously granted to Yeung Kok-ye, of 22, Queen's Road Central, has been withdrawn.

It is officially notified that during the absence on leave of Monsieur Dufour de la Prade, Consul General for France in Hongkong, Monsieur Sautange Teissier will be in charge of the French Consulate.

It is notified that H.M. the King has been pleased to approve the appointment of the Hon. Mr. T. H. King to be temporarily an Official Member of the Legislative Council during his tenure of office as Acting Inspector General of Police.

GOVERNMENT HOUSE RECEPTION.

BRILLIANT GATHERING WITNESSED

Brilliant scenes were witnessed at Government House last night when His Excellency the Officer Administering the Government the Hon. Mr. W. T. Southern, and Mrs. Southern, gave an official reception in honour of the birthday of H. M. the King.

It was a splendid crowning effort to the tributes of affectionate loyalty to His Majesty on the occasion of his 57th birthday. Members of the Consular Body, the Legislative Council, the Army, Navy and Air Force were prominent in a distinguished gathering, which included representatives of all communities.

Contrasting with the sober evening dress of the men were the resplendent gowns of their ladies. These, and the elaborate decorative effects, turned the reception room into a riot of colour. Refreshments were provided from a running buffet, while supper was also served.

Dancing was greatly enjoyed in the ball room, while during the evening varied musical selections were given by the band and choir of the 24th Regiment, and also by the pipes and drums of the 93rd Regiment.

No effort was spared to make the reception an outstanding success. Motor cars, after depositing their occupants at the doors of Government House were parked in the Murray Parade around, and a special telephone from Government House to the ground enabled cars to be called when their owners were ready to depart.

All traffic arrangements were ably handled by the police. On the side of Government House, the illuminated letters G.R. and the Crown overhauled, as well as the many coloured electric lights, were pleasingly effective.

Bulls and Inners

□ □ From the Office Butts. □ □

If all the portable gramophones in Hongkong were placed end to end along the beach at Repulse Bay, it would be Sunday.

In some rural districts of England a withered yew tree is regarded as an omen of bad luck. This may account for the axiom: "Never trouble trouble until trouble troubles yew."

The heroine of a new novel is described as "the essence of sweetness and endowed with the gift of silent understanding." We presume that, as usual, no reference to any living person is intended.

Definition of Nothing:—A bladeless knife without a handle.

A Shanghai man was recently fined for playing a saxophone to the annoyance of his neighbours. We can't see how it can be played otherwise.

"Woman: The Underdog" is the title of a new book. Needless to say, it's fiction.

Ladies' handbags are now being made to look like books. And there are many books like ladies' handbags—full of rubbish.

Auntie Cyclone thinks that the most popular film of all time must be this "Coming Shortly" which is advertised everywhere.

"Lovers' Salad:—Lettuce alone!"

It's said that popular songs reach Russia years after they've been forgotten in England. We presume Russian office-boys are now whistling "I'm for ever blowing roubles."

The tariff question seems to consist largely of "iff."

The life of a Peak motorist is lived mostly behind buses or lorries.

The Aga Khan's horse Dastur just failed to win both the Two Thousand Guineas and the Derby. Looks as if the Aga Khan's!

When the drought really breaks—The raining trope of the day!

One of these days a Hongkong civilian will do something rash and find himself in the honours list if he's not careful.

A boy of eight recently landed a large salmon in Scotland. Until his little arms have grown longer, his father has undertaken to describe the feat for him.

It is suggested that bowls would prove an excellent game for the fair sex, providing sufficient exercise to keep the figure supple. We have been impressed by the athletic grace of some of our local players.

A motor correspondent condemns the annual plea for a "This year's model." He seems to forget that he was one himself a long time ago!

We read of another American dancer who has insured her legs for \$100,000! The custom of insuring that, as usual, no reference to any living person is intended.

A good billiards player may not indicate a well-spent youth, but he does at least show his natural bent!

It is urged that Hongkong radio programmes are not sufficiently varied. What about broadcasting the chatter at some of the afternoon tea parties on the Peak?

All a wealthy shipping man bequeathed to his student son was an old fishing boat. A nasty smack for the lad!

A man never knows how careful he can be until he starts breaking in a new motor-car or wearing a pair of white shoes.

A famous film star says she rides a lot and is very attached to horses. That's really the only successful way to ride.

"The curse of the East is that the man who remains there for a number of years, can never give it up," says a writer in a London magazine. Even so, it may probably be termed "a rooted objection!"

Next to thunder, the loudest noise is the first rattle in the new car.

Jazz has recently been described as merely bad noise in a hurry.

If you would judge a man, observe whether green grass prompts him to speak of poetry, sheep or golf.

To say that moonlight bathing is all wrong when there's no moon is all moonshine!

A new American jazz composition is called "But Why?" This seems an excellent title for all the rest, too.

In talking pictures, when a character uses the telephone, the voice at the other end of the wire is also audible. This is going one better than real life.

This is the time of year when many folks go away for a change and come back without any.

The "Anzacs" held their first parade. With badges all a-glistening! The drenching weather also made. An excellent opening christening!

CORRESPONDENCE.

Water Problems

[To the Editor, Hongkong Telegraph.]

Sir,—Is it not deplorable that during the present Water Shortage, the poorer class Chinese—who are the worst sufferers, make no attempt to assist the authorities and themselves.

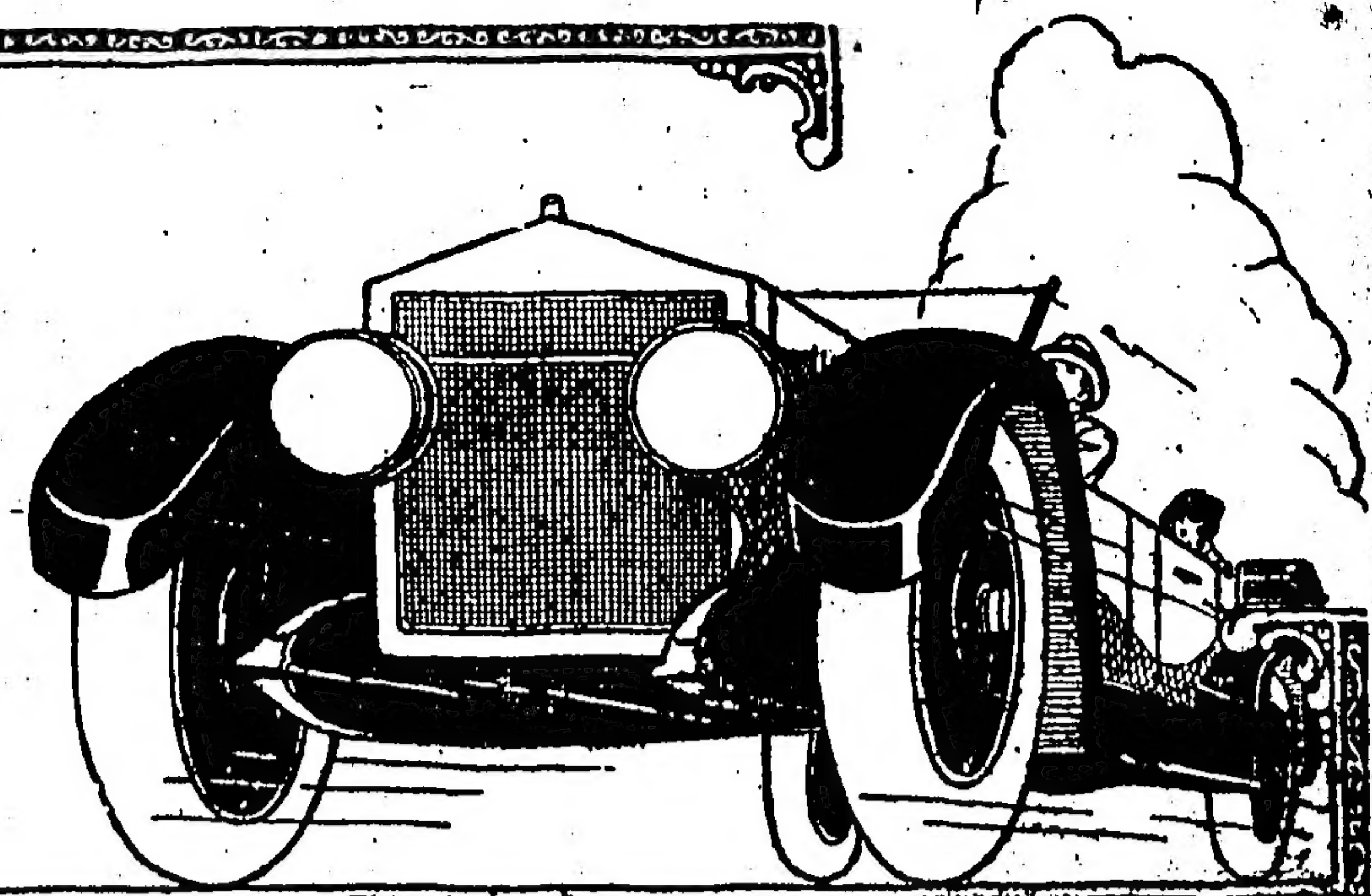
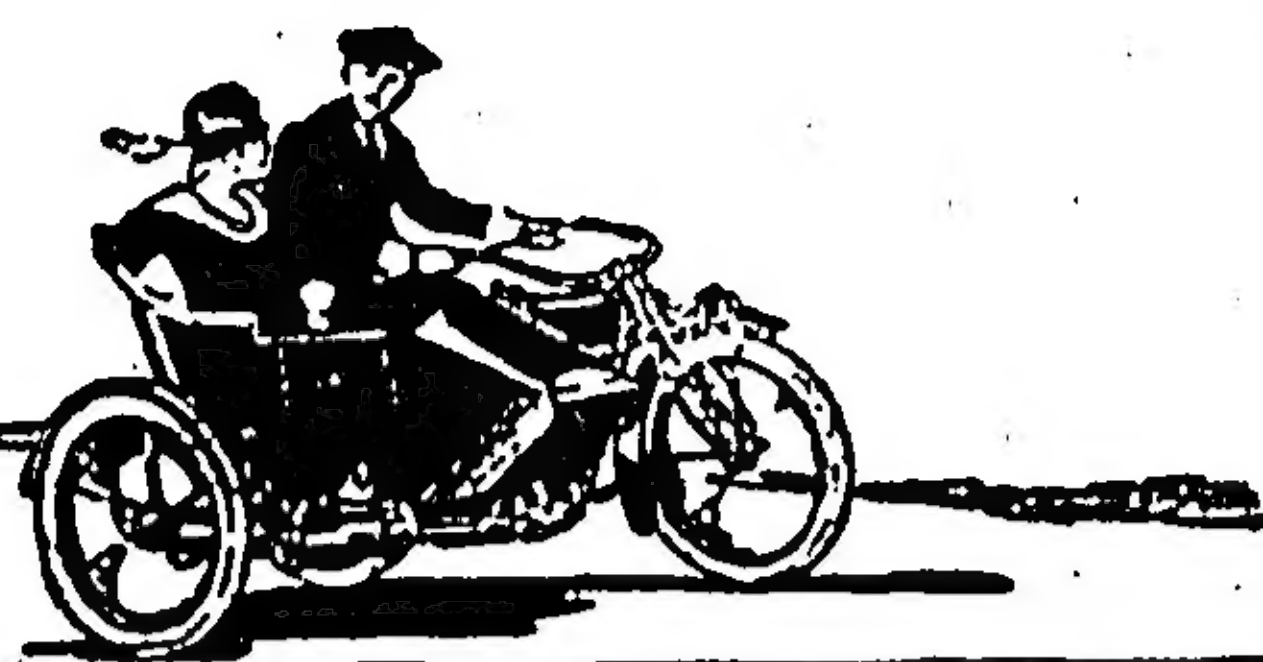
During Thursday's heavy storm, and after it had been raining steadily for half an hour and all roofs must have been thoroughly clean, quantities of water were running to waste down broken "Rain-Water pipes." Hundreds of this could have been filled with clean rain-water along Des Voeux Road during the storm and yet no one took advantage of the opportunity, though the usual queues were waiting for the water to be turned on at the street fountains. Yours etc.

G. A. P.



"Why should I have to study? You're going to leave me a pile of money, aren't you?"

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY 4th JUNE, 1932.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION

THE "SNIPE."

The "Joy of Life"—and
Motoring!

AN IMPRESSION.

By R.N.T.

The superlative degree is so often applied to "The Latest Model" car, that the scribe who attempts to describe a veritable sensation finds himself stumped for words. The Humber "Snipe" has placed me in such a quandary, and the first impulse is to quote some such banqueting phrase as "The proof of the pudding" etc. However, British enterprise is to be sincerely congratulated upon evolving such a truly "super" car as the "Snipe." Starting away in it one is immediately aware of a silky smoothness—of undeniable power—fascinating acceleration—and a degree of comfort at the wheel that makes one smile with the joy of life—and motoring! The flexibility (one must use the term) of the engine is amazing.

TRICO CLAIREON



A Trumpet for Motor Cars

The new Trico Claireon, a vacuum operated Trumpet sounds a musical note that can be distinctly heard for one-half mile.

A variety of models, both in twin and single trumpet styles are available finished in black enamel, combination Chromium and Enamel and full Chromium Plate.

HONGKONG MOTOR ACCESSORY CO.

Bank of Canton Bldg., 1st Floor.
KOWLOON BRANCH:
446, Nathan Road.
(Below Sacred Heart School).

OVERSEAS TRADE.

British Motorcars in
Europe.

The British motor industry is about to embark upon a development of overseas trade, which will be viewed with satisfaction and watched with interest. Certain difficulties which have been experienced by the motor industry in connexion with participation in the British Industrial Exhibition, which is to be held in Copenhagen next September, have been overcome, and British concerns will be afforded the opportunity of developing sales in a field which has hitherto been largely dominated by American motor manufacturers.

The Society of Motor Manufacturers and Traders consider that British now has the most favourable chance possible in the European markets, and the exhibition of British motor products at Copenhagen is regarded as the first step in the organized cultivation of the European market. The Americans have hitherto regarded Europe and the Dominions as providing the means of getting rid of their surplus outputs more often than not at unremunerative prices. It is now believed that America can no longer afford to export at a loss, and, apart from the South American market, where she is still strongly entrenched, she is not now regarded as a serious competitor.

In this respect, however, there is one important reservation, and it relates to the possibility of American concerns being enabled, by assembling vehicles in branch factories in Canada, to share the benefits of Imperial preferences. That is one of the important matters which it is expected will form the subject of discussions at the Ottawa Conference.

and while I do not propose to go into the many technical and mechanical aspects, tribute must be paid to a high standard of efficiency embodied in the power unit. For those who revel in pick-up and speed, the "Snipe" will merrily reach well over 70 m.p.h. in effortless performance, the while creating the feeling of supreme confidence in roadability and safety. The lines and finish of the coachwork, plus the comfort of the seating all add their quota to the complete impression of genuine appreciation. I know that every motorist who permits Messrs. Gilman to demonstrate this car will agree with me.

TYRE SIZES.

Will They Become
Larger?

No doubt many motorists who have seen the size of motor-car tyres grow larger and larger in cross section, while the wheels have gradually decreased in size, have wondered whether the trend is destined to continue.

Many motorists will remember that about 10 years ago low-pressure tyres of extremely large diameter were announced as likely to replace the then standard type of high-pressure tyre.

The Dunlop people in England in 1923 experimented on the road with vehicles shod with 36 in. x 8 in. low pressure tyres inflated to about 22 lb. per sq. inch, but it was found that the chassis of that period were not suitable for such an abrupt change in tyre sizes, resulting in steering and other troubles.

Similar experiments were conducted in other parts of the world—even in Australia in 1923 34 in. x 8 in. Perdreus were tested out on the road, but the consensus of opinion among the leading tyre manufacturers of the world was that such large-sized balloon tyres were in advance of the times.

A Midway Course.

The outcome was a midway course, and medium-pressure tyres, slightly larger than the high-pressure types then in vogue, were adopted as the world's standard. With the evolution of the low-pressure, medium-sized balloon tyre, cross sections have gradually increased in size, until today 6 in. to 7 in. sectioned tyres are standard fitment on heavy sedan cars, while many small light cars running on the roads are equipped with 4 in. to 5 in. sectioned tyres—sizes that 10 years back were deemed ample for cars of double the power and weight. At the same time rim diameters have been reduced to as low as 17 in.

Conceivably the advent of larger sectioned tyres would be wrapped up in the mechanical adaptation of the present-day motor-car chassis, for many problems would be created by the readvent of big balloons as first tried out nearly a decade ago.

Steering gears would need altering, while mudguard and axle clearances and brake-drum space would call for adjustment. Due allowance would also have to be made for big axle drop in case of a deflated tyre.

THE MOTORCAR AND CRIME.

Police Patrols to Detect Bandits.

The British authorities seem to be concerned, if not actually alarmed, at the daring and resourcefulness of the motor banditry. It is at last being realized that the planning and scheming of the raids are the work of a master mind, followed up by clever and, if necessary, desperate confederates. Something much more effective must, therefore, be done to cope with a type of crime which is developing alarmingly, and the perpetration of which goes on unchecked at the constantly changing seats of operations, while the criminals, by the aid of fast cars that have been stolen get away with the spoils and remain undetected.

It is obvious that those forming the gangs are expert motor drivers capable of taking control of any car, the faster the better. The car, however, is only a very important means to an end, in the case of nearly every raid is found abandoned later on. The difficult problem with the police is that it is never known when and where the raid will strike. It is evident that all the details and circumstances of a chosen scene of action are carefully studied, the raid is swift and the car then constitutes the most important factor in the whole scheme of operations.

After the first corner has been turned the vehicle used by the raiders becomes a common sight in the ordinary flow of traffic and, therefore, cannot be expected to arouse suspicion on the part of either police or public. The drivers must be men who know the London streets well, and they use their best efforts to elude pursuit in the early stages of their flight. It seems to us that so swift are the operations that before the Flying Squad from Scotland Yard can get moving, however promptly the telephone is put into operation, the chase is a hopeless one.

It is obvious that most of the cars in use are powerless in a contrast with the type of car selected by the bandits. There should be an efficient force of police mounted on motor bicycles, and as detection in the act seems the first essential in putting down smashing and grabbing, these should be used for constantly patrolling the streets. With police mounted on fast motor bicycles there would then be a chance that a car used in connection followed on something like equal with this type of crime could be terms in the early stages of a get-away.

INGENIOUS SIX-WHEELERS.

Another Desert Exploration Tour.

A number of specially built six-wheelers have been placed in service by the Burmah Oil Co., Ltd. in order to transport unwieldy oil pipes about the oil fields. The design of these vehicles has called for considerable ingenuity in order to eliminate, as far as possible, the man-handling that would otherwise be necessary to move the pipes, which vary from 1 to 25 feet in length. The steering and controls, for instance, have been centralized so that extra long pipes can be allowed to extend forward over the front axle instead of overhanging at the rear, bolsters being placed on the chassis frame to support this weight. The all-steel platform bodies of these Leyland Terrier six-wheelers are built to carry a concentrated load of 7 tons and embody a geared winch capable of exerting a straight pull of the same capacity. Rollers have been built into the floor at each end of the body so that the winch cables can operate smoothly.

The Terrier chassis is particularly suitable for hard work of any kind, since it is designed on War Office lines for service over rough country, and consequently has a remarkable capacity for negotiating very uneven surfaces and loose, sandy soil. The design of the chassis gives the vehicle an exceptionally high ground clearance. All such mechanism as brake rods, and silencer, and transmission lines etc. are arranged well above the ground so that rocky country can be traversed without risk of damage to the machine. The engine is rather more powerful than is usually found in this type of vehicle and develops an enormous tractive effort which enables the

ACROSS DESERT.

Exploring with Thornycroft Vehicles.

Another exploration tour of the Kalahari Desert has been successfully completed by a party of prominent officials connected with the Rhodesian Railways, using three Thornycroft six-wheelers.

A previous trip of a Thornycroft

Terrier to travel over almost impossible country with tank-like precision.

Another exploration tour of the Kalahari Desert has been successfully completed by a party of prominent officials connected with the Rhodesian Railways using three Thornycroft six-wheelers. A precious trip of a Thornycroft vehicle having successfully yielded encouraging results, this second expedition was a more ambitious project using three vehicles to avoid the drastic overloading to which the previous machine had been subjected. Approximately, 1,200 miles of desert country was traversed which included several extensive detours beyond the track followed on the earlier trips. The object was to make further surveys for the proposed railway to Walvis Bay and to investigate the possibilities for agricultural developments if assisted with modern irrigation such as to convert this barren expanse of South Africa into a second Egypt.

Although this second trip was more quickly and successfully achieved, it was a hazardous one for all concerned, requiring implicit confidence in the reliability of the trip of six-wheelers crossing country which at one stage was waterless for nearly 150 miles, and at most other parts water was available only at depths of 15 ft. What a striking contrast this tour makes to the explorations of half a century ago, necessitating a young army of native attendants to maintain supplies over the many months or even years that were then required.

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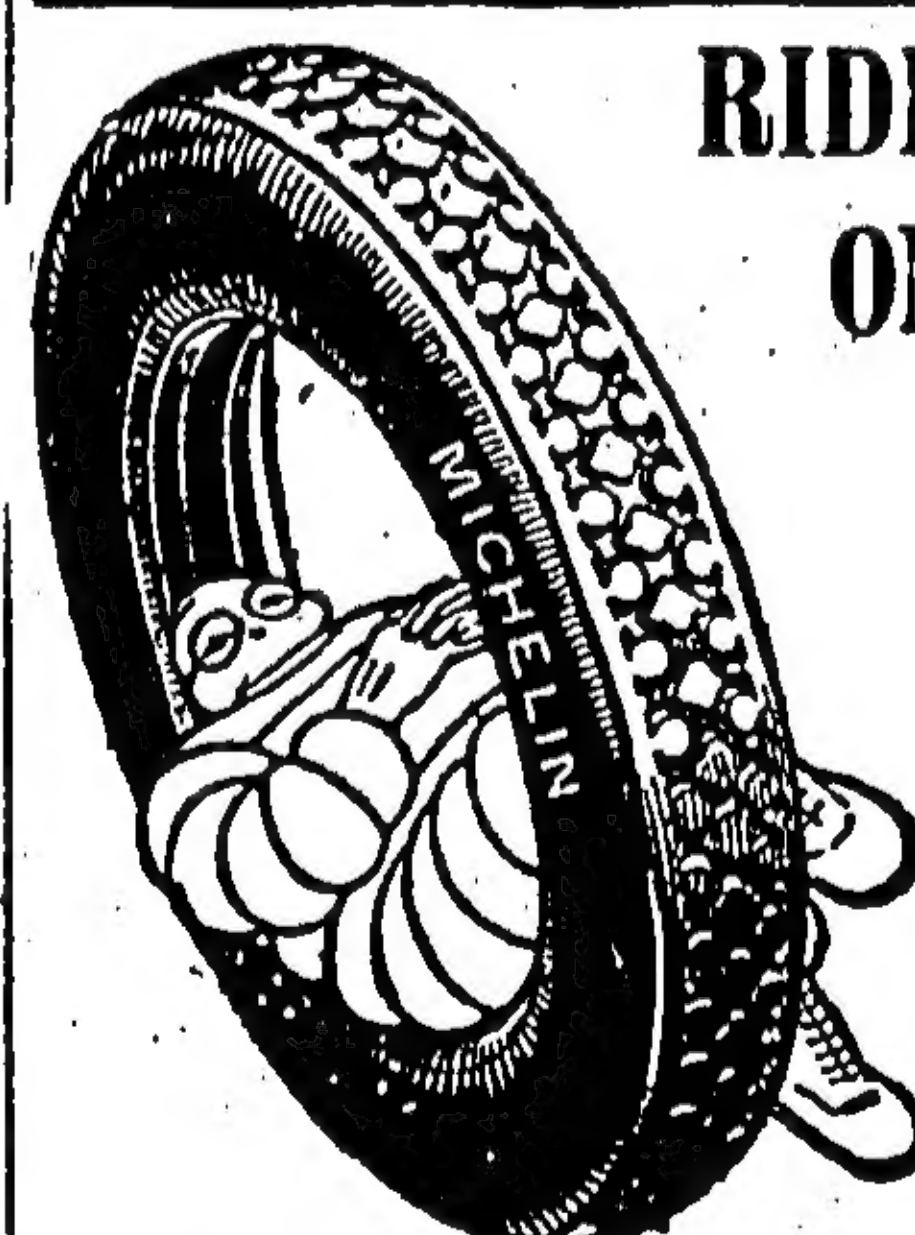
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only at depths of 15 ft. None of the vehicles lost any appreciable quantities of water, in spite of the almost tropical temperatures, and exceedingly heavy going, and proved equally economical on oil and oil, their good behaviour being admirably supported by their Dunlop low pressure tyres, which held out without a single puncture throughout.

What a striking contrast this tour makes to the explorations of half a century ago, necessitating a young army of native attendants to maintain supplies over many months, or even years, that were then required.

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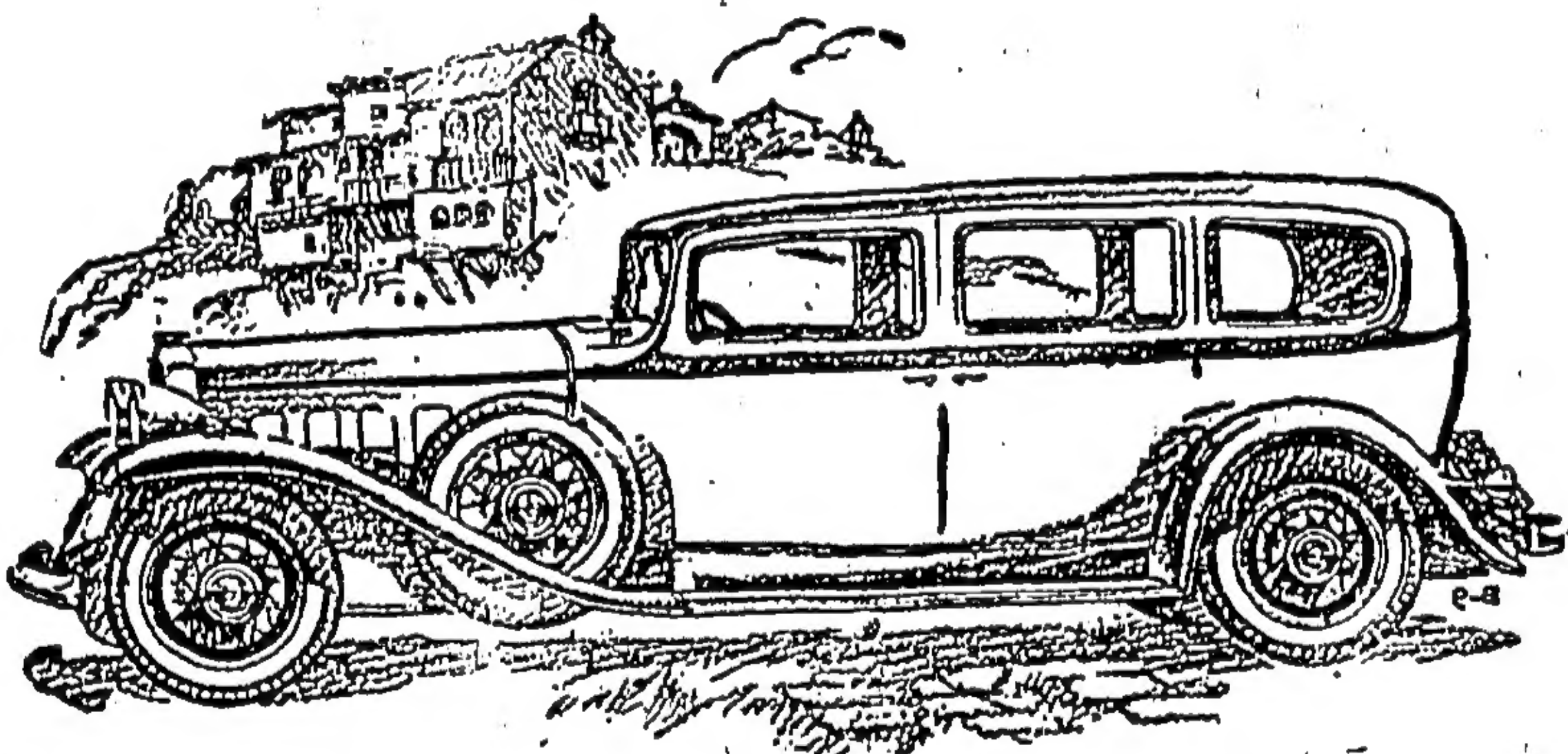
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FORD CO. OF FRANCE.

Production and Profits for A Feature of Some Cars
Past Year.

13,000 VEHICLES.

Ford of France boasts a production for 1931 of a little more than 13,000 passenger cars and trucks, which compares with assemblies in 1930 of 12,900 units. Net profit for the past year is likely, in turn, to be just a bit higher than for the previous year, or about 36,000,000 francs against 35,200,000 in 1930 and 34,536,000 in 1929. The dividend rate will undoubtedly be maintained at 12.5 per cent.

Thus depression seems to have skipped over this French subsidiary of Ford of England (which latter is subsidiary to Ford of America), though it may possibly be argued that, had there been no depression, the French Ford sales might have suffered through increased sales of higher-priced cars. But this contention cannot be assumed easily, because the Ford in France is a middle-class car, selling at between 20,000 and 30,000 francs, whereas there are numerous two and four cylinder, three and four wheel native models selling at between 12,000 and 18,000 francs.

Curiously, the killing tariffs raised by France against the imports of both parts and fully constructed cars from abroad have been of material aid to the maintenance of Ford sales in France during the past two years. This is due to the virtual exclusion from France of Ford's chief American competitors.

The Ford itself largely escapes the tariff through the construction in France of over three-fourths of its parts. Of course the assembly of the car is entirely in the hands of French labour and at wages considerably under those paid in Detroit, although an improvement on the general level paid for similar work elsewhere in France.

"NEVER DRIVE AGAIN."

Coroner's Orders
to Motorist.

KILLED TWO MEN.

"Never drive a car again as long as you live. You cannot drive, you are not fit to drive," said the Greenwich Coroner, Dr. W. H. Whitehouse, recently addressing Cornelius Francis Ryan, a young commercial traveler, of Rensley Heath, who had been censured by a jury for dangerous driving.

It was stated that Ryan had killed two people in two years through negligent driving. The youngest concerned Maurice Fresh, aged 60, of Plumstead, the second victim.

Ryan had been fined £10 with 10 guineas costs at Woolwich on a charge of dangerous driving, and his license had been suspended for a year. He had denied to a police-inspector that he had been in the road where the accident occurred, but admitted in the box yesterday that he had lied, and expressed regret.

The jury returned a verdict of accidental death, and added a rider that Ryan should be severely censured for his dangerous driving. The coroner, addressing Ryan, then said:

"If ever a man should have gone for trial for manslaughter you are the man. This is not the first time you have been in this court. Two years ago you caused the death of a person in very bad circumstances.

"You Wicked Man."

"You wiped a person out of existence in that case by your reckless driving. You were charged with manslaughter at the Old Bailey, but you were extremely lucky to get off. In this case you were driving very dangerously, and you know you were doing so.

"One thing I advise you to do—never drive a car again as long as you live. You cannot drive—you are not fit to drive. You don't for one thing, and, probably, will go on drinking. You are also an out-and-out liar. You look like a liar, your face gives you away. You are a wicked man—go away from this court."

The son of Fresh, addressing the coroner, said: "I should like to feel that something could be done to make it physically impossible for Ryan ever to drive again."

The coroner: "I have done my best. It is no use asking him to make promises. It should be made physically impossible for him ever to drive again. Fortunately, no one will be able to employ him as a driver for at least a year."

Ryan's father said his son had promised not to drive again.

IGNITION LEVER.

A Feature of Some Cars
Often Neglected.

LOSS OF POWER.

Although many cars now have automatic ignition control, there are still a number that still have the manual control, and through ignorance or carelessness, or merely because they do not realize the effect of advancing and retarding the ignition, too many motorists fail to obtain the best results from their cars in respect of power and economy by making insufficient use of the ignition timing control—frequently called the "spark lever". The commonest fault is running with the lever too far retarded, probably owing to its having been observed that in this position there is no tendency for the engine to "pink" when it is pulling hard and slowly. That policy, however, encourages waste of fuel, over-heating, burning of the valves, and failure to secure the best results in power development.

To take an extreme case, if an attempt be made to drive at, say 50 m.p.h. on a level road with the ignition lever fully retarded, approximately one-sixth to a quarter of the stroke of the piston is "wasted"; in other words, the fuel mixture in the cylinder is not fully ignited—the "explosion" is not complete—until the piston has travelled through a considerable proportion of its movement on the power stroke.

This implies, further, that the gases are still burning when the exhaust valve opens, so that the valve and its seatings are liable to be overheated, and become pitted and due for regrinding after a very much smaller mileage than is normal.

The best plan is always to keep the ignition as far advanced as possible, short of giving rise to pinking. True, it is not possible in practice always to secure that ideal, but it is one that should be the aim of the driver. Roughly speaking, it means that at all speeds on top gear above 25-30 m.p.h. the ignition lever should be fully advanced.

TROPHY IN MEMORY OF SIR HENRY SEGRAVE.

"The Spirit of Adventure."

Shortly after the death of Sir Henry Segrave while in the act of breaking the world's water speed record, a group of his friends and admirers instituted a Trophy in his memory, to be awarded annually to the British subject who should accomplish the most outstanding demonstration of the possibilities of transport by land, air, or water.

The idea behind the Trophy was to show how the display of courage, initiative and skill—the Spirit of Adventure itself—can assist progress in mechanical development, but while the Trophy has been taking shape in the sculptor's studio there has been evolving an imagination of Empire focused upon the realm of communication, and giving to the original idea of the Trophy a far wider appeal than the application to one branch of movement.

Public opinion in Great Britain, Australia, and New Zealand, by securing the return of National Governments, has reflected an Imperial sentiment aimed at cementing the ties of Empire into a closer policy of fiscal reciprocity. In view of the Imperial Conference at Ottawa, with the hopes of closer inter-Empire trade, and realising how greatly the future of the British Empire is dependent on the development of rapid communication, whether of people and goods, or of thought and ideas, there has, appropriately, recently been published a booklet under the title "The Spirit of Adventure," which, in the words of the

Authors, is "inspired by the characteristics of 'Imagination, Initiative, and Courage' which, in the life and death of Sir Henry Segrave, and in the deeds of many other pioneers of speed, have combined to create new conceptions of distance in the perspective of time."

The Trophy is depicted on the cover of the booklet—and commemorates the life of a great Irishman. The first and second awards have been made to Australians (to Air-Commodore C. E. Kingsford Smith, M.C., A.F.C., and to Squadron-Leader H. J. L. Hinkler, A.F.C., D.S.M.). "Thus," states the booklet, "the Imperial significance of the Trophy has been emphasised with singular felicity. Who knows what feats of imagination, initiative, and courage on the part of citizens from all quarters of the Empire may not in future years be inscribed upon the scroll of the Segrave Trophy, or what the cumulative effects may prove in bridging the only gap—that of distance—which yet divided the units of the British Commonwealth of Nations?"

The completion of the Trophy and the presentation of the first replicas coincide with the opening of a period fraught with infinite difficulties but pregnant with wonderful opportunities for the extension of Imperial Economic Unity, and opening out a striking vision of an ultimate relationship of a far closer nature.

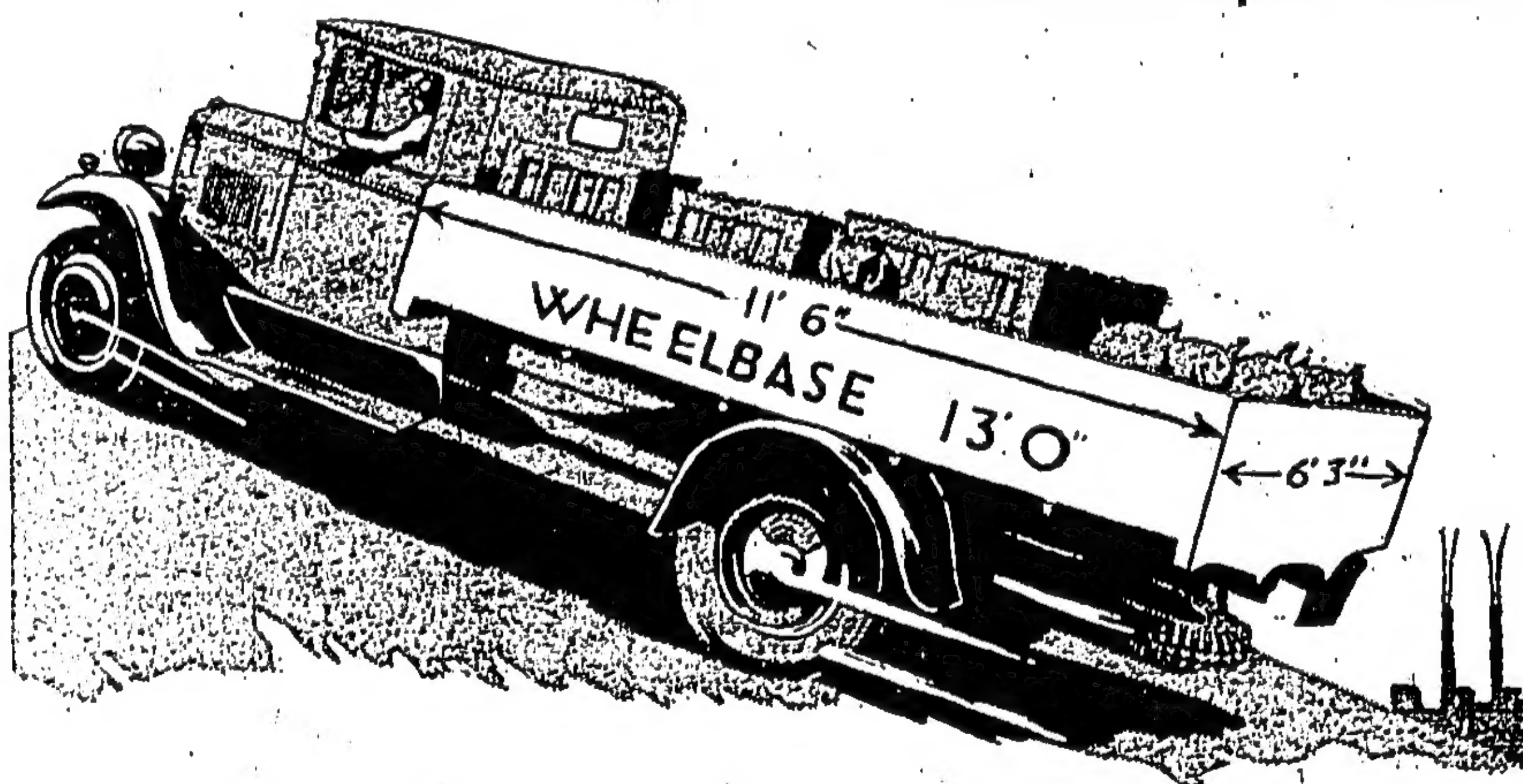
MOTOR CYCLE CENSUS.

Interesting figures have been provided in a recent census of motor cycles in prominent countries of the world. In the Argentine there are 3,086 motor cycles in use, in Egypt 3,740, British West Africa 3,124, British East Africa 5,037, Belgian Congo 2,253, Rhodesia 2,200, and Union of South Africa 37,759, of which the Transvaal claims 19,509. Brazil

has 1,568 motor cycles, Venezuela 750, Mexico 676, and Jamaica 572. In Europe, according to the American authority which collected the census figures, Germany leads with a total of 731,237 motor cycles (Great Britain is credited with 702,878); France comes next with the round figure of 600,000, Italy 87,500, Sweden 69,000, Belgium 51,314, Austria 69,300, Switzerland 46,500, Czechoslovakia 38,000, Spain 37,600, Holland 32,500, and Denmark 23,349. Australia has a round total of 95,000 motor cycles, and New Zealand 37,411.

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PEDESTRIANS' DAY.

Press Button and Traffic Stops.

TEN FOOT LANES.

Croydon pedestrians will soon come into their own. For long they have been looking forward to exercising their promised powers as controllers of the traffic. Now the authorities have decided that the push-the-button system shall be brought into operation. The pedestrians of Croydon are to work their own signals at two points in London-road. This is a busy thoroughfare which carries a great deal of fast traffic to Brighton and the South Coast. The signals bear the familiar red, green, and amber lenses, but instead of being automatic or police-controlled there is a push-button on the supporting pillars. This button, which anyone may press, operates the lights. A space of 20 seconds is given in which to cross the road.

To prevent the pedestrians having it all their own way, the electrical apparatus is so designed that after one break in the flow of road traffic there cannot be another for two minutes. But if the button is pressed during that period the signal is "remembered," and at the end of the two minutes the red signal appears.

Lanes 10ft wide have been marked out for the foot traffic at the two points, with "stop" lines for the road traffic 20ft on either side of the lane. There are a number of schools in the neighbourhood, and at present policemen are on duty to guard their crossing four times a day. It is proposed to give instruction at the schools in the use of the new signals.

Similar signals operated by the pedestrian have recently been abolished in Manchester after a year's trial. It was found that the pedestrian would not be bothered to use them, but preferred (as he usually does) to take his chance and dash across where and when he liked.

FORD OPTIMISTIC.

Huge Expenditure for This Year.

Mr. Henry Ford believes that the time is ripe for a great effort to restore prosperity to the world, as he has announced that his expenditure during the coming year will be in the neighbourhood of \$125,000,000 for the construction of one and a half million motor vehicles of all types.

Employment will be given to 400,000 workmen. An English writer contends that such an ambitious scheme would never have been sanctioned unless Mr. Ford were fully satisfied that the economic wind is shifting to a favourable quarter.

CAR OF THE FUTURE.

Sir Dennistoun Burney's Views.

Only sporadic attempts have so far been made to alter motor-car design and suspension in such a way that efficiency and maximum riding qualities will be obtained.

Sir Dennistoun Burney, a leading British engineer, said in a recent interview: "It is not likely that the changes in the next 10 years will be as great as many people expect, for the development of mass production has created a vast inertia of passive resistance to change. The large producers are like politicians, they cannot lead; they can only advance by short rushes—when pushed from behind. This push must come from the buying public."

Sir Dennistoun Burney expects, however, two early changes. He considers that as the improvement of the roads has raised cruising speeds to 45, 50 and 55 miles an hour, aerodynamic principles must be applied to the shape of the car body.

The other change which he foresees is a new disposition in the arrangement of the chassis, made possible by the high efficiency possessed by modern engines. Regarding the distribution of weight, Sir Dennistoun Burney states that the centre of gravity should be moved so that about two-thirds of the weight should be upon the rear wheels.

He believes that the desired improvements would be achieved if the body were streamlined, and the engine were placed behind the rear axle. The removal of the engine's heat, odour, and vibration to the rear of the car would stimulate the development of the super-charger, and he is confident that the variable speed drive (the "fluid flywheel") will eliminate gear-changing.

Sir Dennistoun Burney believes that if these principles are adopted it will not be long before cruising speeds on special motor roads will exceed 100 miles an hour.

NOVEL TEST.

Elephant on Pressed Steel Car Body.

How an elephant was used to test the strength of an all-steel motor-car body is told by the Pressed Steel Co., of Oxford, England. A platform was fixed on top of a car fitted with a body of one-piece construction, and a five-ton elephant was invited to step on to it from a warehouse floor of similar height.

The huge beast never hesitated; he was conscious that the body-work would hold him, and he stepped on to it with confidence. The body stood the test with ease.

PISTON LUBRICATION.

Advantages of Use of Special Oil.

MUST BE ADEQUATE.

Of the working parts of a motor car engine the pistons undoubtedly present the greater difficulty in regard to adequate lubrication. When an engine is thoroughly warm conditions are reasonably good, because the oil is thin and is thrown around inside the crankcase in considerable quantities. A great deal of it naturally comes in contact with the cylinder walls, particularly the lower parts thereof. The upper part of each bore depends for lubrication upon oil which is carried up by the moving piston, and it is difficult to strike a happy medium in the piston ring design so that, while lubrication is adequate, oil does not actually pass upwards in any quantity into the combustion chamber, where it would be wasted and cause smoking.

Another important point is that when an engine is cold the oil is so sluggish that quite an appreciable time may elapse before any lubricant reaches the cylinder walls. During this time the pistons are rubbing up and down in practically a dry condition. Tests have shown that in these circumstances considerable wear can occur in a short time, particularly if an inconsiderate driver expects an engine to pull the car on the road with scarcely any preparatory warming up.

These are the main reasons which account for the fact that many owner-drivers have obtained excellent results by employing special upper cylinder lubricants added to the fuel in the tank. Such lubricants pass through the carburettor and into the engine, so being carried directly to the upper parts of the cylinder bores. There is also considerable evidence that they lubricate valve stems to some extent. Their chief function, therefore, is to lubricate parts that are ordinarily apt to suffer from neglect, so preventing wear, particularly when starting from cold.

The English journal, *The Motor*, has used upper cylinder lubricants in its staff cars, and has found them to be efficacious, especially during the first period in the life of a car, when the pistons, valves, etc., are of a fairly close fit. They undoubtedly reduce cylinder wear, and also help to keep the piston rings working freely in their grooves, says *The Motor*. Naturally, the efficient lubrication and fit of pistons, bores, and rings prevents the crankcase oil from passing into the combustion chambers and thereby automatically reduces the rate at which carbon is formed.

The wholesale value of the motor vehicles produced in the United States in 1931 was \$81,175,000,000. The average retail prices of these vehicles was \$765.

BRAKING SYSTEM.

How It Should be Tested.

In certain parts of Canada and U.S.A. a minimum standard of braking efficiency is enforced by law. In Great Britain there is no law on the point, except that the brakes must be efficient, and it is to be feared that there are many cars on the road to-day which would not pass an enforced efficiency test.

Efficient braking is essential to safe motoring, and all motorists should see that their brakes are maintained at the highest possible efficiency. There are various methods for testing the efficiency of the brakes of a car, but the most simple is that based upon the stopping distance at a particular speed.

While this may not be an available means of comparing the braking capabilities of different cars owing to variations in the speedometers, it is an excellent guide to the condition of his brakes.

It is generally assumed that under normal conditions a four-wheel braking system cannot be expected to produce a total retarding force greater than the weight of the car. Consequently when it is stated that the brakes are 100 per cent. efficient, it is meant that they produce a force equal to the weight of the car to which they are fitted.

A Simple Formula

By assuming that the brakes are equally efficient at all speeds, a simple formula can be used connecting efficiency, stopping distance, and speed. This formula is: Efficiency equals the speed in m.p.h. squared, divided by 3 times the stopping distance in feet. (E equals $V^2/3S$). These figures apply to tests on a level road.

For example if the stopping distance is 50 feet at 30 m.p.h., the brake efficiency is 30 squared, divided by 3 multiplied by 50, which equals 60 per cent. (30/2/3x 50 equals 60 per cent.). Tests carried out in England show that when modern four-wheel brakes are in really good adjustment an efficiency of 75 per cent. is often achieved.

With the large number of cars on the road having only rear wheel braking, an efficiency of over 50 per cent. can rarely be obtained without skidding the wheels. An efficiency of 50 per cent. is equal to a stopping distance of 60 feet at a speed of 30 m.p.h.

The most common cause of inefficiency in four-wheel braking systems is undoubtedly inequality between the braking effect produced on the different wheels. This may be due to worn linings, the presence of oil in the drums, or simply bad adjustment.

COMFORTABLE CARS.

An Improvement in Shock Absorbers.

The riding comfort of motor-cars is now far in advance of what it was even only a few years back. Balloon tyres, better springing, and improved shock absorbers have all helped in this regard.

The development made in shock absorbers has been very marked, and a further step towards even greater efficiency in damping out road shocks has been the introduction by some car manufacturers in their latest models of shock absorbers capable of adjustment to suit road conditions by the drivers while the vehicle is in motion.

Some manufacturers are experimenting with the idea of controlling the action of shock absorbers by thermostatic compensation, so that the correct tension to ensure maximum riding comfort would be automatically controlled. In hot weather, or after prolonged driving on rough roads, the oil fluid in shock absorbers has a tendency to thin, thereby giving the stiffer too much freedom for maximum checking action.

With thermostatic control to take up any fluctuations in the oil viscosity it is thought that better action would be obtainable at all times, inasmuch as the human element would be eliminated as regards either adjustment of the fixed type or manipulation of the manually-controlled shock absorber. If such an application can be effectively applied, then the efficiency of these already effective shock absorbers would be increased.

GROWING TRADE.

British Car Exports Make Headway.

It is interesting to note from figures just published that, during the month of January last, Australia imported 204 cars, of which no fewer than 197 were British, while as regards South Africa, registrations for the City of Johannesburg show that during January British cars accounted for 38 per cent. of the total, and for 39 per

NEW LIGHT SIGNAL.

An Interesting English Device.

TRAFFIC CONTROL.

An interesting elaboration of the now widely used automatic system of light control for traffic is being tested in Great Britain. It is intended for installation mainly at intersections where traffic is comparatively light, for the purpose of eliminating the unnecessary delay which occurs when cars approaching the intersection are stopped by the ordinary time-light, even when there is no traffic approaching the intersection in the other street. A strip of metal is let into each of the four approaches to the intersection, about 50 yards away from it. This strip is really a "contact strip," such as is used for the electrical timing of racing motor cars. When a car approaching the intersection crosses this strip its weight closes an electric contact and sends an impulse to the signals on the intersection. If the road is already open nothing further happens, and the car crosses in the ordinary way. If the road be closed the impulse from the contact strip opens it, so that the car is able to cross without stopping. If two cars approach the intersection along the two main streets at nearly the same time, right of way is automatically given to the one which crosses the contact strip first. A device is included in the circuit to ensure that after one car has operated the lights they cannot be changed by another vehicle travelling along a different street until ample time has been given for the first car to clear the crossing.

SAFETY FIRST.

American Brake Tests Made.

In driving a car a motorist's safety depends mainly on the efficiency of the brakes of his car, and his own quickness to foresee danger and act to avoid it.

These two points are the mechanical and human factors in any test for the braking efficiency of a car, and standards for each are being drawn up in the United States and in Germany, and all motorists eventually may be forced to pass tests against these standards at regular intervals.

In the United States efficient testing of car brakes already is becoming an important operation, and during this year three and a half million cars have been tested in this way in only nine of the American States. Of this number of cars 2,000,000 required headlamp adjustment, 168,000 had faulty steering, and 886,000 had inefficient brakes, due to neglect or lack of adjustment.

The brake test was the new efficiency standard recently introduced by the Automobile Association of America. This declares that to be efficient in its braking a car must stop in 5ft. 9in. from 10 m.p.h. in 12ft. from 20 m.p.h., and in 14ft. from 50 m.p.h., all tests being undertaken on a dry road.

RILEY RECORDS.

Fast Trip from Durban to Johannesburg.

Not long ago the light car record for the journey Durban to Johannesburg was broken and reduced by 71 minutes by Mr. Gordon Collins—a South African racing motorist and previously mainly associated with large foreign cars—on a 9-h.p. Riley tourer.

In spite of bad road conditions he is stated to have averaged 45.2 miles an hour over the 421 miles. The attempt was arranged by Riley's export manager, who is in South Africa opening up distribution and service stations in the leading towns. This record was again beaten—within a week—by Mr. Collins on a 9-h.p. Riley tourer.

On the new run he is said to have averaged 35 m.p.h., and thus to have set up a record for cars of unlimited size. Previous to the attempt with this 1,100-c.c. British car, the records have stood for many years to the credit of high-powered American cars. The progress of the journey was observed the whole time from the air.

At high speeds some automobile tyres develop a temperature of more than 200 degrees Fahrenheit, rubber engineers have found.

cent. February. These figures are significant because hitherto the proportion of British cars has never exceeded 20 per cent.

INDIA TYRES

(Manufactured at Akron, Ohio)

MOVE IN THE BEST CIRCLES BY USING

HEAVY SERVICE.

GREATER

Speed with safety. Roadability. Cushioning with more uninterrupted service.

EACH OF THESE POINTS Represents a

SAVING

OUR NEW DEVELOPMENT

HEATPROOF ACEPROOF LEAKPROOF TEARPROOF

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INDIA ALL-BLACK SUPER TUBE

—THE ANSWER TO THE MOTORING.

INDIA OF INCHINNAN

OFFERS OWNERS OF BRITISH BABY AUSTINS SUPER NON-SKID TYRES AND

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GREAT PETER

OF YORK

WEIGHED 11 TONS.

No one could swing him, not 30 men—not even forty. No one ever heard the low boom of his E flat . . . they couldn't get him to swing.

Great Peter's clapper was dreadfully stiff. But he swings now . . . on S.K.F.—the right bearings in the right place.

A.B. THE SWEDISH TRADING COMPANY.

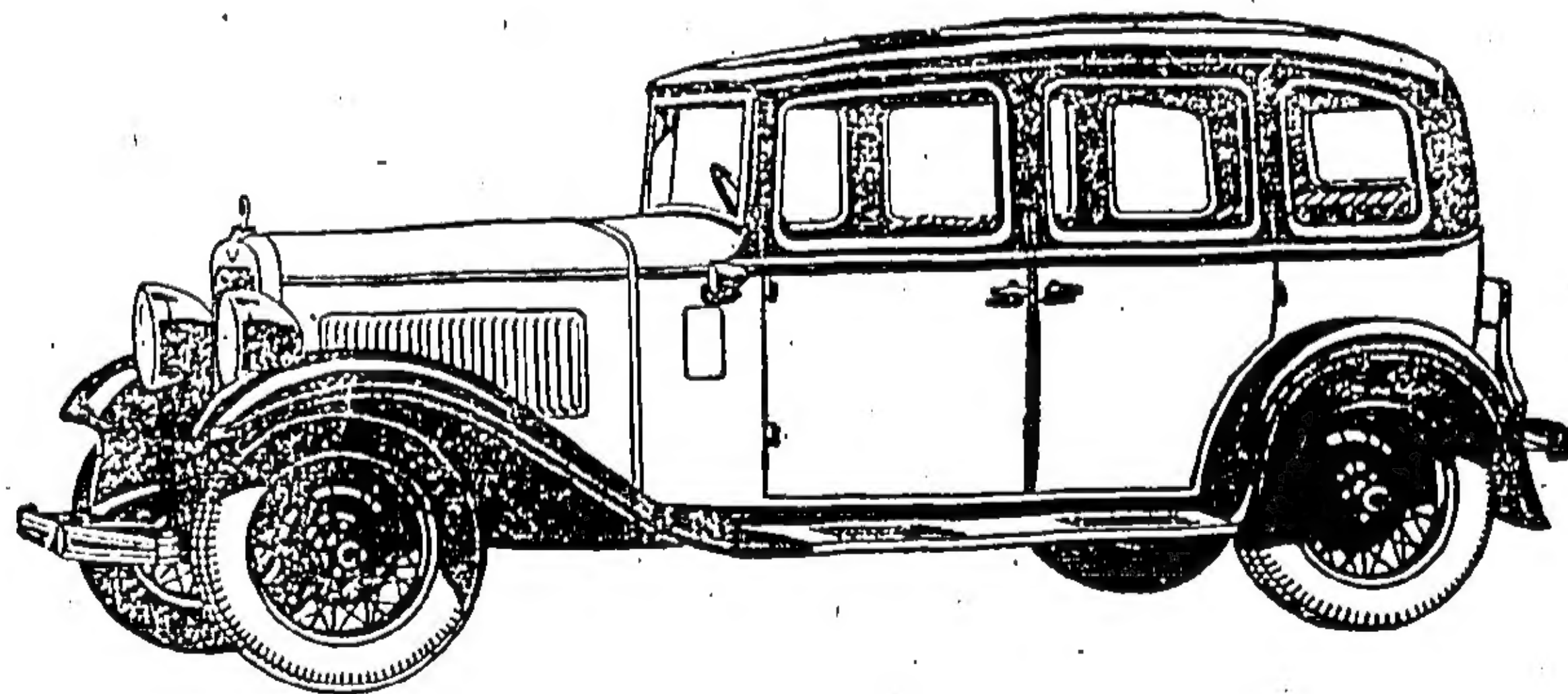
King's Building, Hongkong.



SKF

A.P.B. 11

THE "TWELVE-SIX" STANDARD SALOON



ONE IN FOUR

EVERY FOURTH NEW CAR SOLD IN GREAT BRITAIN DURING THE LAST TRADING YEAR ENDING JULY 31st WAS AN

"AUSTIN"

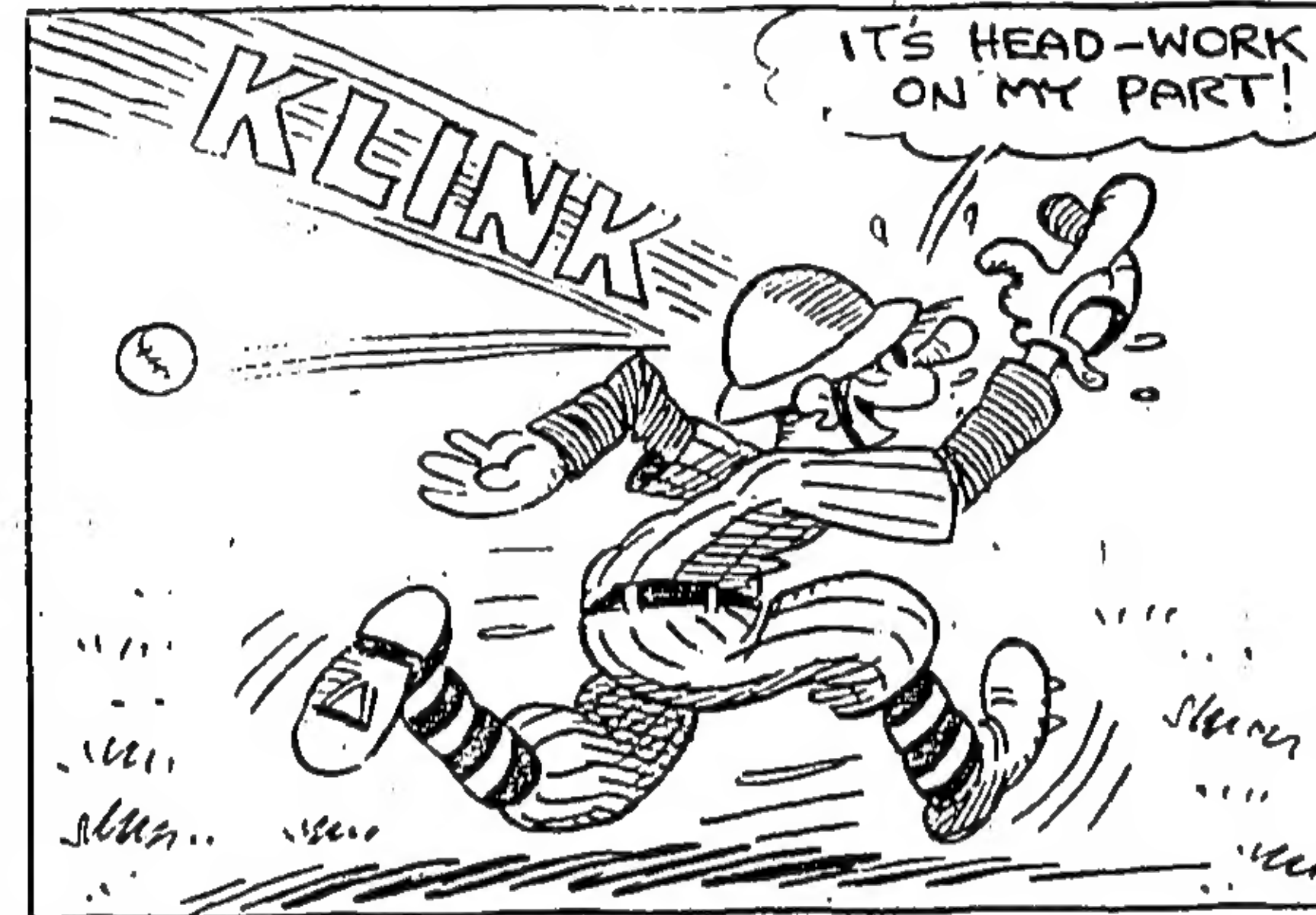
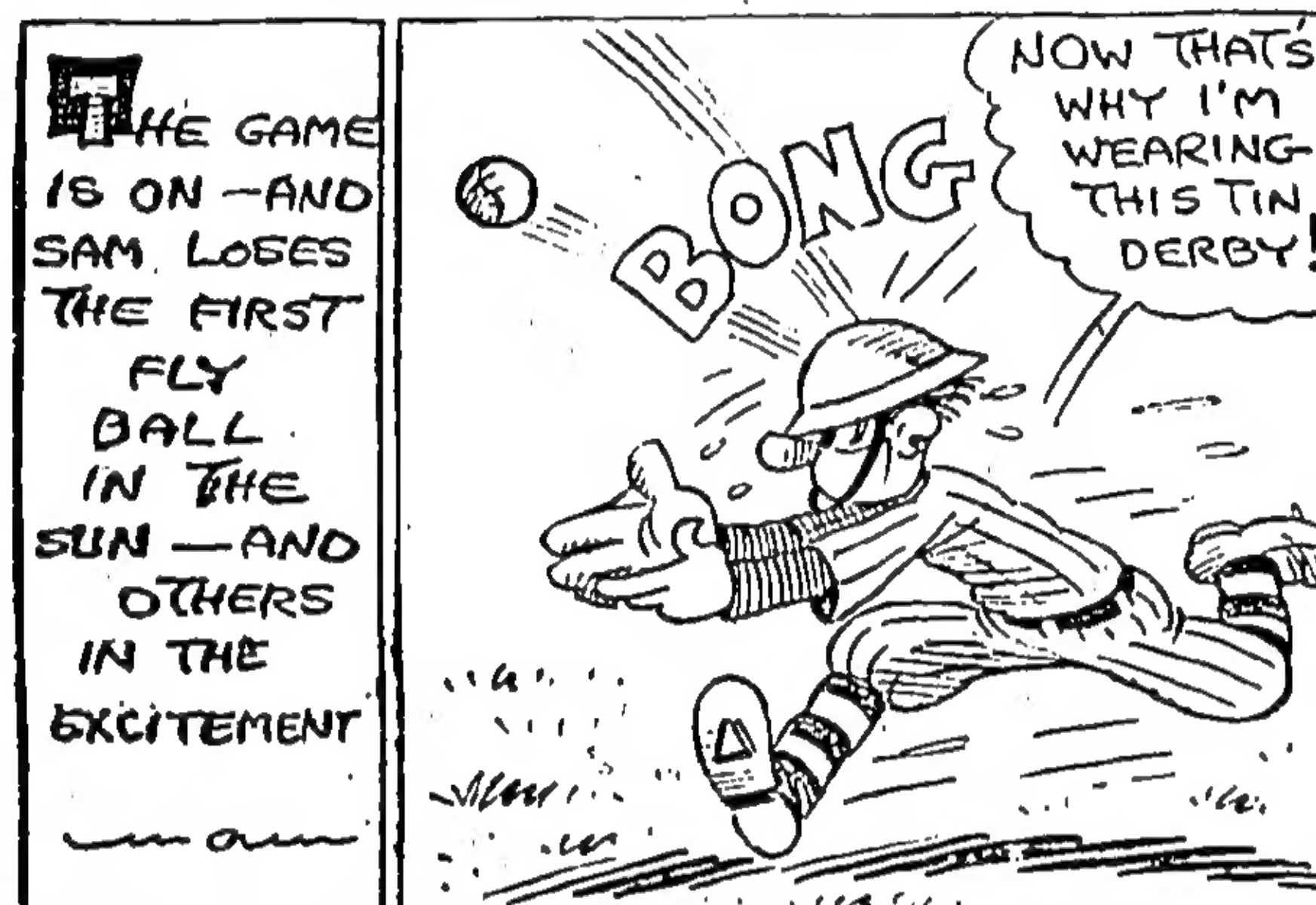
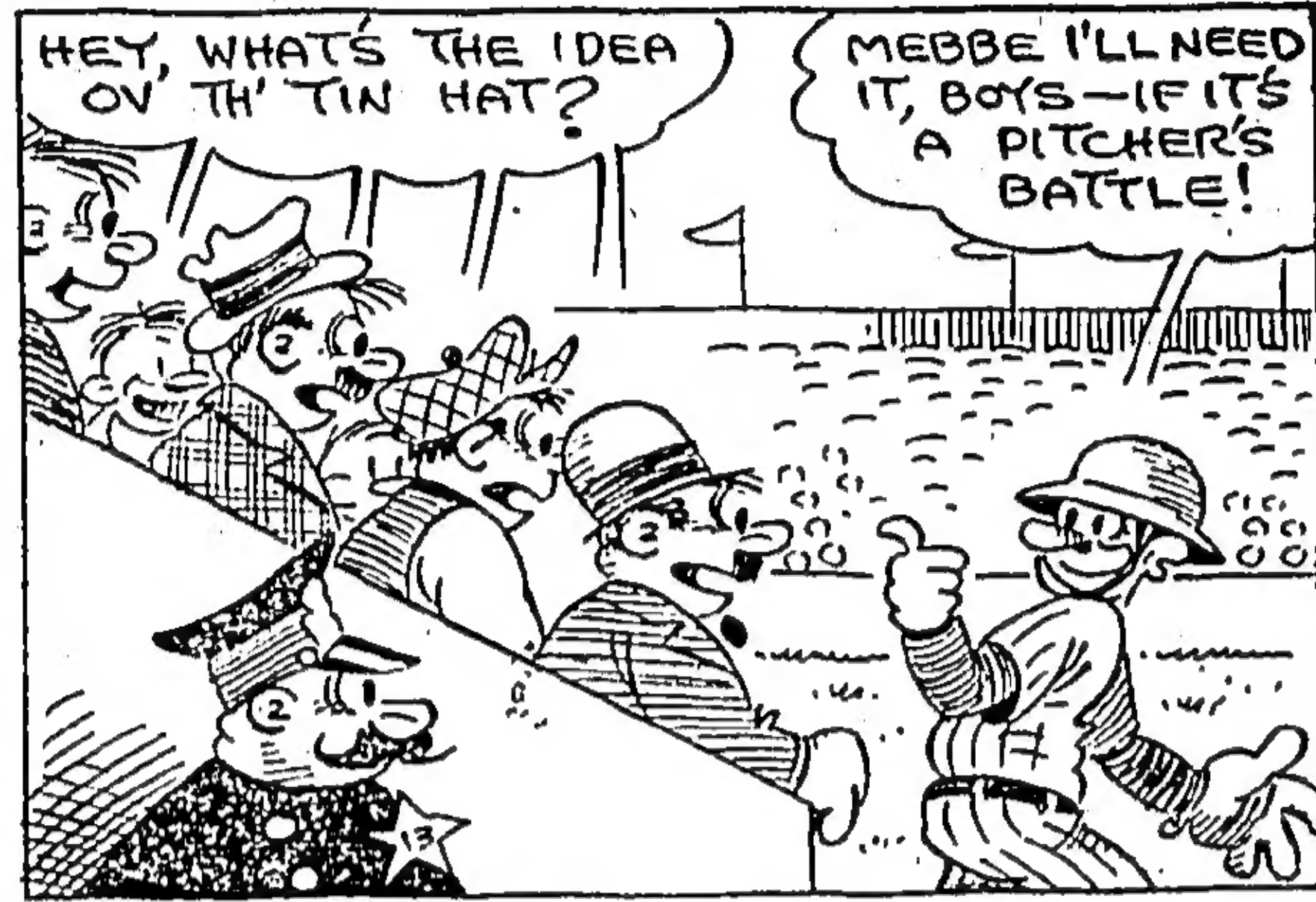
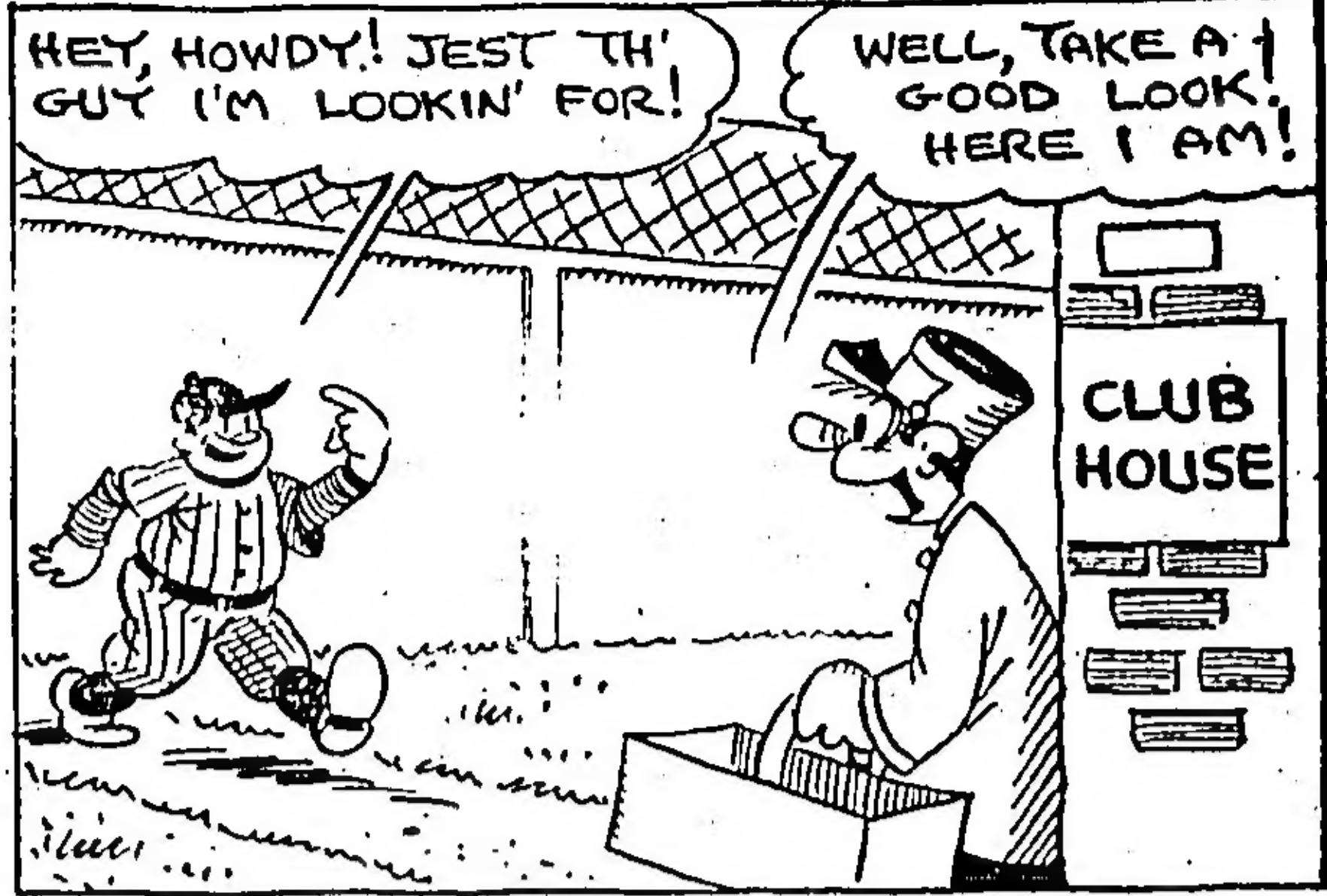
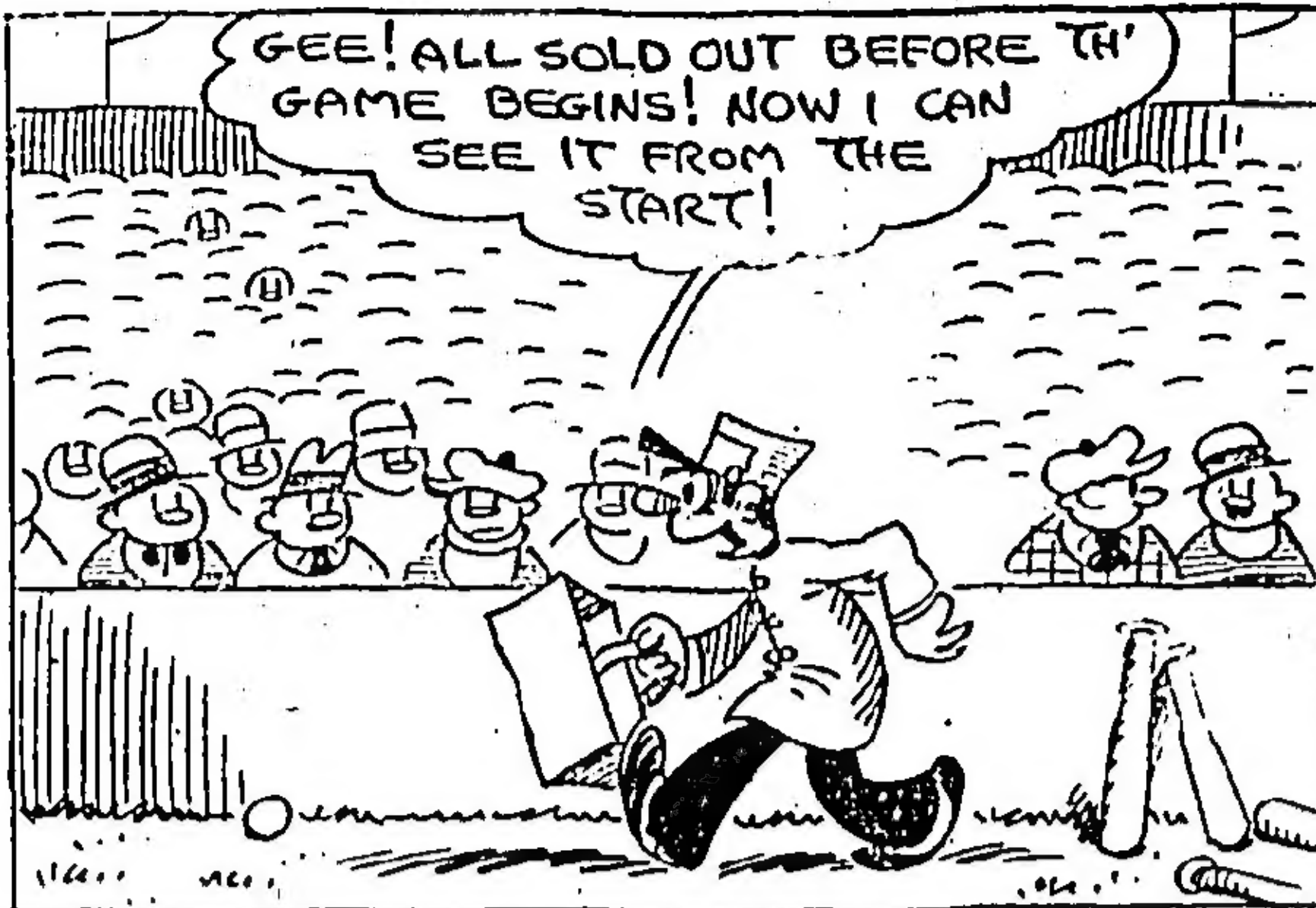
What is the reason for the obvious and overwhelming popularity of Austin Cars? Arrange for a demonstration and prove for yourself the excellent quality of materials and workmanship, the pleasing lines and appearance of the coachwork, but above all the value for money offered in the attractive range of 1932 models now available.

ALEX ROSS & CO (China) LTD.

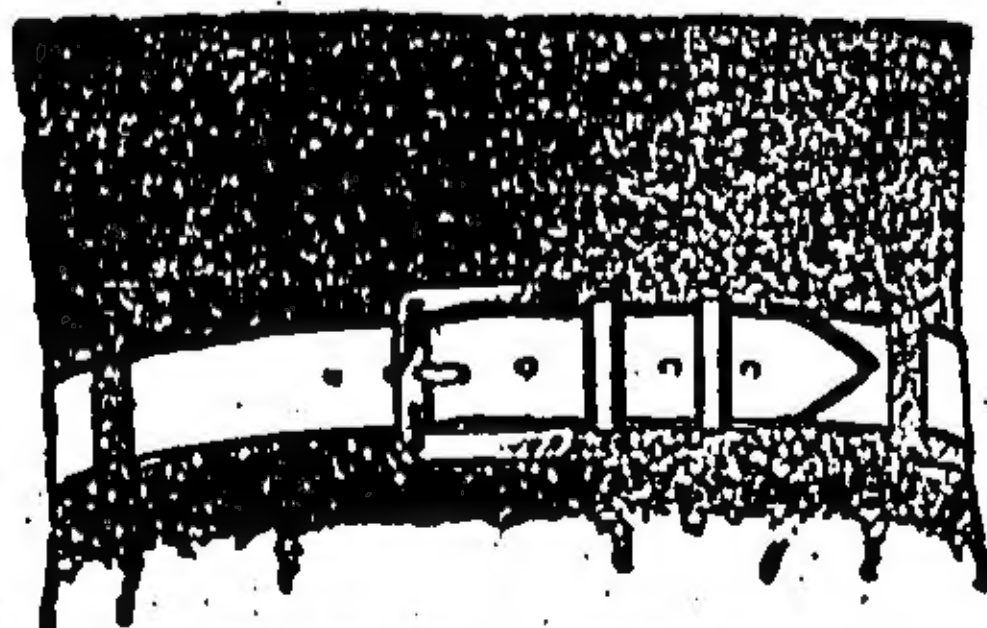
PRINCE'S BUILDING & KOWLOON GARAGE.

SALESMAN SAM

By Small



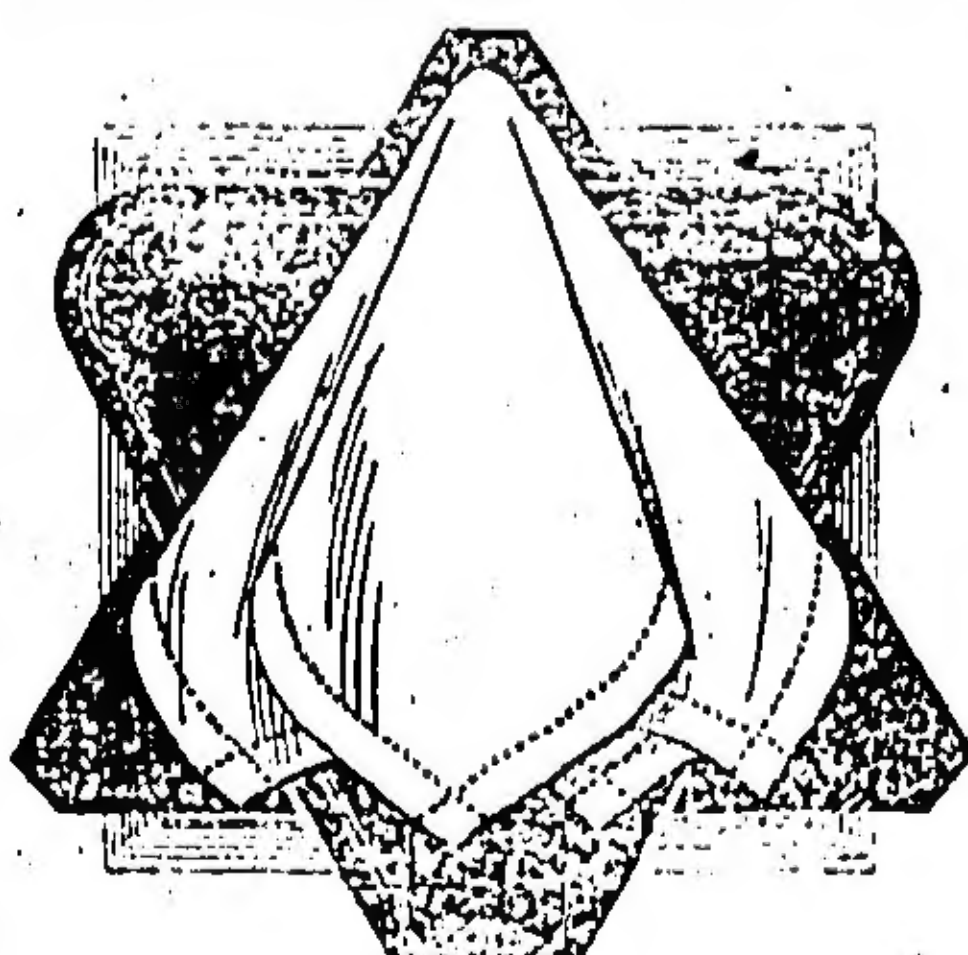
REMEMBER IT ALWAYS COSTS LESS AT WHITEAWAYS
RELIABLE GOODS IN MEN'S WEAR.



WASHING BELTS
Men's White Washing Belts Strong Webbing with patent or ordinary non-rusting Buckles. Detachable. All sizes 32 to 48 inches
\$2.00 & \$2.25

WHITE LEATHER BELTS
White Leather Belts with White camel buckles.
\$3.00 each.

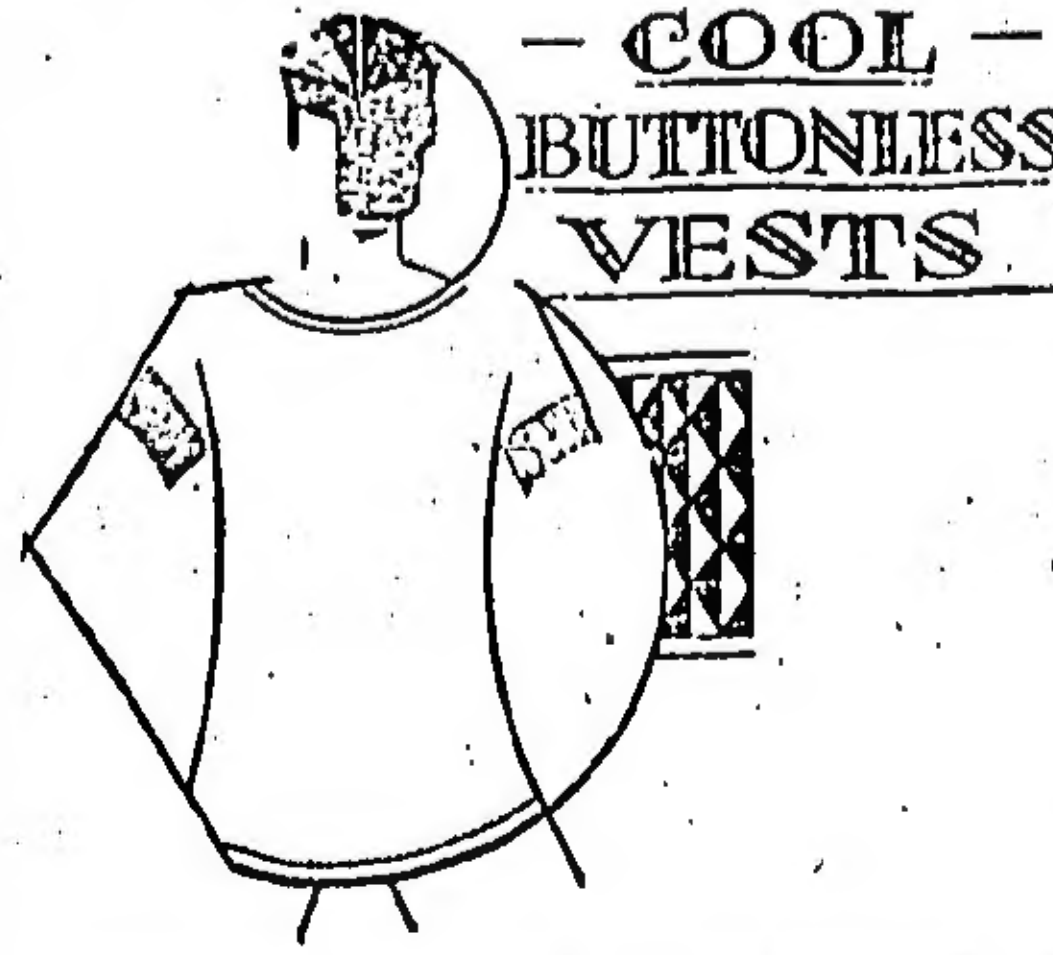
SOCK SUSPENDERS
\$2.00 & \$3.00 pair.



MEN'S HANDKERCHIEFS
B.V.G. 16.
Men's white Lawn Hemstitched Handkerchiefs. Soft finish, ready for use.
Size: 16 1/2 inches square.
Basic Value Price: \$3.50 doz.

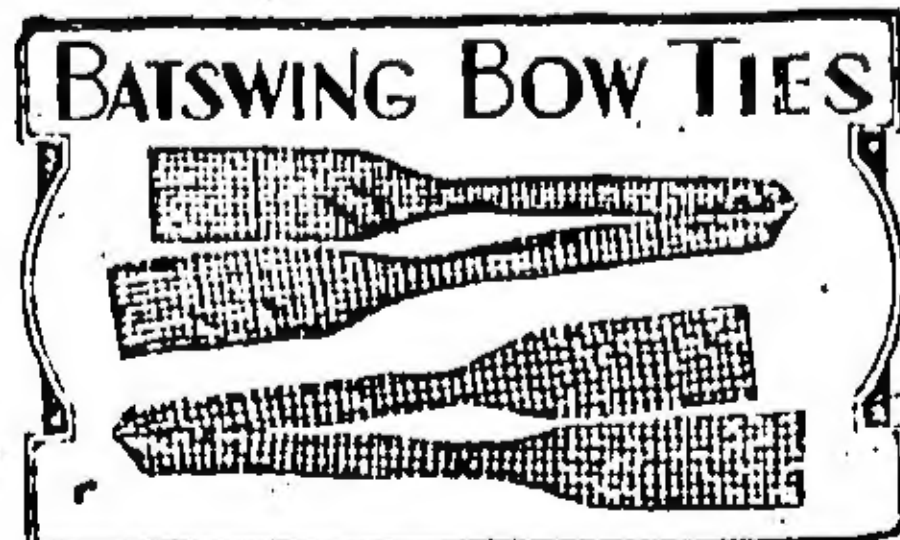


SUN HELMETS
Reliable British made Sun Helmets Cork and Rubber Composition. Covered fine white drill. Well finished.
\$11.50 to \$22.50



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MEN'S SUMMER UNDERWEAR
in
INDIA GAUZE
CELLULAR
and
AERTEX.
ALL WEIGHTS and SIZES



WASHING TIES
Washing Ties, British made from the famous "Luvicon" material made in Batswing and Thistle Bows and full end ties.
All One Price
\$1.50 each.

SEMI-STIFF COLLARS
British made Semi-Stiff Collars. All styles and shapes.
\$1.00 and \$1.50 each

WHITEAWAYS. The Store for Value. HONG KONG.

PO HING THEATRE TRAGEDY

Indian Constable Found Shot

Suicide is indicated by the facts attendant on the discovery of the body of a young Indian Constable, at an early hour this morning, at the junction of Gascoigne Road and Jordan Road, Kowloon. There was a bullet wound through the head, and a Service revolver was lying beside the body, still attached to the lanyard.

The man, P. C. Chang Din, was attached to the main division at Tim Sha Tau. He went out on duty with other details as usual at midnight, his beat taking him to the boundaries of Yau Ma Tei. In the ordinary course of events his duty should have expired at 4 a.m., after which he was to have reported personally in the charge room at the Water Police Station and handing in his weapon before going off duty.

His prolonged absence was the cause of anxiety to his superior officers, and at about 6 a.m. after a preliminary search had failed to locate him, a "missing" message was circulated amongst the various stations both on the mainland and on the Island, and parties from the two principal mainland stations commenced an organized search.

Eventually, a dark and somewhat isolated lane at the rear of the Po Hing Theatre, a search party discovered the dead body of the missing constable. Traces were found of a bullet having been recently discharged from the Service revolver with which the dead man was equipped. Death occurred several hours before the body was found.

MALTA DISPUTE

LORD STRICKLAND'S SURRENDER

An amazing unreserved apology to the Bishops by Lord Strickland for his antagonism towards the authority of the Church has dramatically ended the Church and State dispute.

As a result of the apology the Bishops have withdrawn their pastoral letter issued in May, 1930, enjoining the electorate not to vote for members of the Strickland Party.

The terms of Lord Strickland's apology as quoted in a new pastoral are: "Lord Strickland, Count Della Catana, sincerely regrets that in debates in the English and Maltese Parliaments and on other occasions in defending himself against his political opponents he clashed with the Church and her authority, and used words that should be withdrawn and which he does in fact withdraw."

Whereof he humbly and unreservedly asks pardon. Further he is anxious to declare emphatically that during his whole lifetime he has always been fully determined to be a faithful son of the Holy Church in whose fold he desires ever to remain."

KING'S BIRTHDAY

CELEBRATIONS IN SHAMEEN

The King's Birthday was fittingly celebrated in Canton by the British Residents yesterday.

The Consul-General, Mr. Phillips, was at home in the morning, where representatives of the Government, together with the full Consular Body paid their respects together with practically all British and foreign residents of Shameen. It was notable that the non-British guests paying their respects were far more numerous than in previous years.

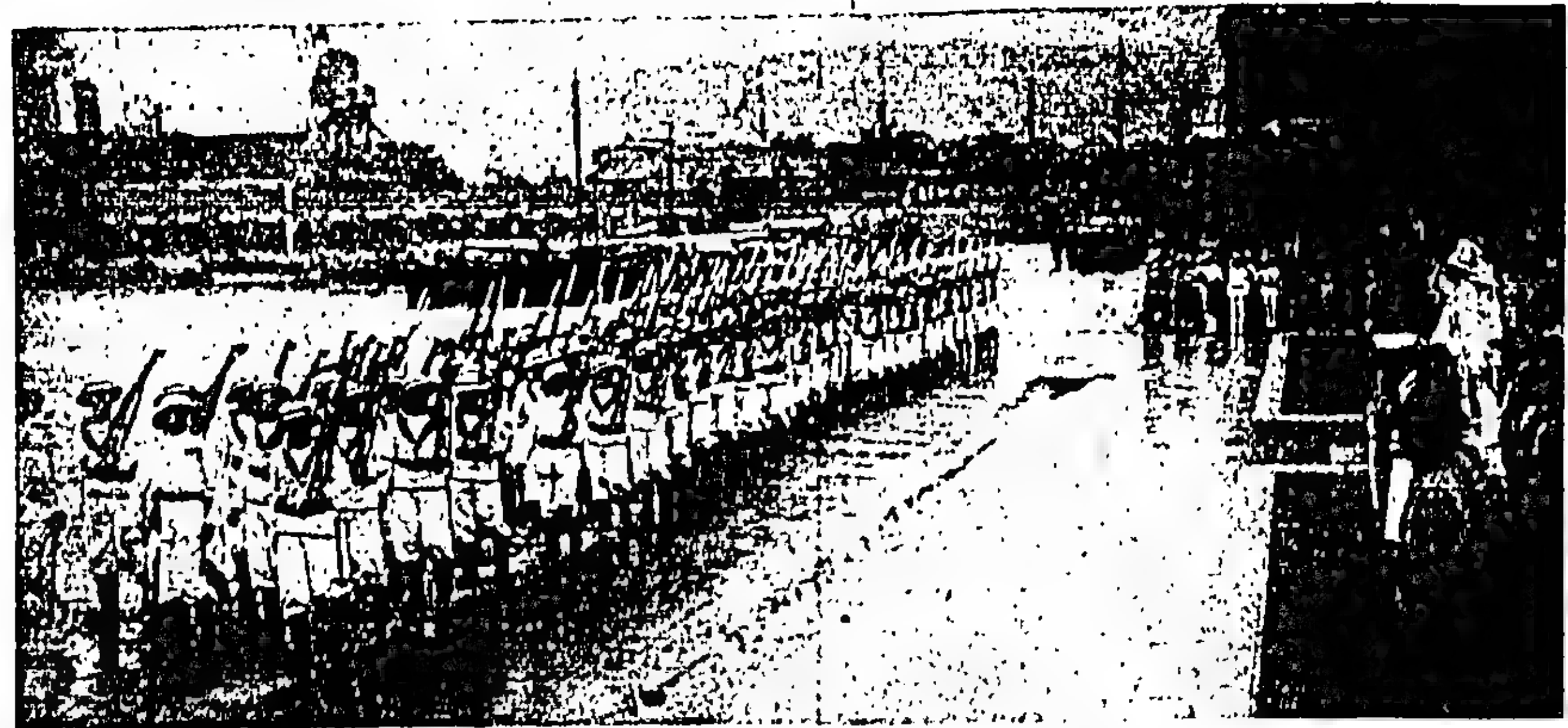
In Mr. Phillips' speech, which was most interesting, special mention was made of the consistent efforts made by the King towards world peace and international amity.

A reception was afterwards held at the Canton Club by Britons of Canton, Mr. W. G. Hillyer welcoming the guests.

AERIAL NAVIGATION.

TRANS-OCEANIC TRAINING TO BE ESTABLISHED

Venice, June 3. Sig. Mussolini has approved the proposal to establish a training centre for Trans-Oceanic aerial navigation in Rome. This is the outcome of a suggestion made by the Trans-Atlantic Air Club, Sir Arthur Whitten Brown at the International Congress of Trans-Oceanic Airmen held here.



H.E. of the Officer Administering the Government taking the salute of the naval contingent at the conclusion of the King's Birthday Parade yesterday.

ILL-FATED LINER SOLD

BERMUDA PURCHASED BY BUILDERS

Messrs. Workman, Ltd., shipbuilders, Belfast, have purchased the burned liner Bermuda from the Salvage Association.

What the firm will do with the vessel depends on the complete examination which will be made as to the state of the hull and the machinery. The hull is badly damaged, but the machinery, it is understood, is capable of being used again, either in whole or in part.

The Bermuda, a luxury liner of 20,000 tons, was built for Messrs. Furness Withy and Company, by Messrs. Workman, Clark at a cost of over £1,500,000.

She was damaged by fire on June 17, 1931, while at Bermuda. After temporary repairs, the Bermuda was taken to Belfast, and in November a second fire occurred in Messrs. Workman, Clark's dry dock. The cause of the fire has never been explained.

The owners of the Bermuda lodged a formal claim for compensation against the Belfast Corporation under the Malicious Injuries Act, but the claim was not pursued.

Recently it was announced that a writ had been issued against Messrs. Workman, Clark, claiming damages in connection with the fire. It was then stated that the sum involved approached £1,000,000.

ALLEGED TRAFFIC IN INFANTS

MAN AND WIFE IN COURT.

"It appears to be a case of trafficking in infants," declared the Chief Constable of Lincoln (Mr. W. S. Hughes), when applying for a remand at Lincoln in a case in which Walter Field and his wife, Mary Field, were charged with conspiring to obtain £13 from an East Grinstead woman.

Mary Field was also charged with obtaining money by false pretences.

The Chief Constable said that an advertisement was inserted in a Kent paper applying for a child for adoption with a small premium. As the result an East Grinstead woman handed over a little child and the money. An advertisement was also inserted in a Lincolnshire paper: "Wanted, person to take baby as nurse-child." The child taken from Sussex was handed over to someone who answered the second advertisement.

"We have every reason to believe," he added, "that the child is now in a work-house and that other babies have passed through these people's hands, but the police hope they are in safe custody."

"These people came to Lincoln with three children but one has disappeared and it is the duty of the police to trace that child."

A remand in custody for seven days was granted.

The Chief Constable stated later that he would send the papers to the Director of Public Prosecutions.

WATER LEVELS.

WEST, NORTH AND EAST RIVERS

The following table issued by the Kwangtung River Conservancy Commission shows the height of water in English feet on the dates named in the West, North and East Rivers:

	Highest on record.	Lowest on record.	June 3
West River at Shihshing	41.7	0	8.2
North River at Tsiungyuen	26.4	0	12.0
East River at Gansui	27.3	0.3	6.6
Shikung at Shikung	16.5	2.7	1.6

VILLAGE "DICTATOR"

SUGGESTION IN A CLAIM AGAINST A RECTOR

A suggestion of "dictatorship" in a village was made at Bristol County Court during the hearing of an action in which Lady Sybil Codrington, widow of Sir Gerald Codrington, and her son, Sir Christopher Codrington, of Dodington, Gloucestershire, were witnesses.

Sir Christopher and Mr. H. G. Jolliffe (this estate agent), acting as trustees on behalf of the committee of Dodington Parish Hall, claimed from the rector of Dodington, the Rev. W. H. Wynne, the return of what tables, chairs, crockery, and other furniture, valued at £14 15s., and also £5 5s. damages for alleged wrongful detention.

Mr. L. M. Harris, for Sir Christopher and Mr. Jolliffe, replying to a question by Judge Parsons as to what the parties were fighting over, said: "We are really trying whether or not Mr. Wynne is dictator of the parish of Dodington."

Lady Sybil Codrington stated that before Sir Gerald died (in 1929) he objected strongly to the suggestion made by Mr. Wynne, at the parochial council, which he had just formed, that the council should supersede the parish hall committee. Nevertheless, the rector had removed the goods in question.

The Rector, in evidence, said that he was retaining the goods because, if he gave them up, Sir Christopher Codrington and Mr. Jolliffe would not let him have them for church purposes. He asserted that Sir Christopher and Mr. Jolliffe were determined to exclude him from the social and parish life of the village.

The Judge said that the defence had no ground whatever, either legally or on the merits of the matter, and he gave judgment to the plaintiff, with costs, and ordered that goods to the value of £12 should be returned to the parish hall within seven days.

The Judge made no order regarding the claim for damages.

BRITISH CARS FOR NEW ZEALAND

MORE THAN ALL FOREIGN MAKES.

Wellington, May 3.

British motor-car import figures for the first three months of this year exceed the combined total figures for all other countries and show a relatively small decline, in spite of altered trade conditions.

This fact is all the more striking in view of the decrease of motor imports into New Zealand by approximately 50 per cent. for the first three months of this year in comparison with the figures for the same period in 1931.

British imports are valued at £148,521, compared with £188,263 for the first three months of 1931. The United States comes next with £18,817, compared with £59,454.

The number of motor-cars imported during the three months was as follows:

Great Britain 873, compared with 1,084.

United States 127, compared with 307.

IMPERIAL SERVICE.

HONOUR FOR MR. J. MCLEOD GAZETTED

It is notified in the Government Gazette that His Majesty the King has been pleased to award the Imperial Service Medal to Mr. James McLeod, Intely Chief Warder, Victoria Gaol, Hongkong.

Mr. James McLeod retired only recently after 31 years' service. He came to Hongkong in 1901, when he was appointed Principal Warder, having already had five years in the Scottish prison service prior to that time. He was confirmed in the post of Chief Warder in 1927.

LEADERS OF THE TENNIS WORLD

(Continued from Page 8.)

- Miss B. Nuthall (3).
- Miss P. E. Mudford (2).
- Miss D. E. Round (7).
- Miss M. Hooley (5).
- Mrs. J. B. Pittman (—).
- Miss J. C. Ridley (4).
- Miss G. H. Steery (—).
- Mrs. L. R. C. Mitchell (—).
- Mrs. C. H. Jameson (—).

Insufficient data: Mrs. L. A. Godfrey, Mrs. D. C. Shepherd-Barron, Miss M. C. Scriven.

AMERICAN RANKING.

Men:

- H. Ellsworth Vines (8).
- George M. Lott (7).
- Francis X. Shields (2).
- John Van Ryn (9).
- John H. Doeg (1).
- Clifford S. Sutter (5).
- Sidney H. Wood (4).
- Keith Gledhill (14).
- Wilmer L. Allison (3).
- R. Berkeley Bell (11).
- Gregory S. Mangin (6).
- Bryan M. Grant (10).
- J. Gilbert Hall (18).
- Wilbur F. Coen (17).
- Lester J. Stogden (—).
- Edward Jacoby (12).
- Richard T. Murphy (16).
- David N. Jones (28).
- Samuel B. Gilpin (22).
- Jack Tidball (20).
- Julius Seligson (15).
- Jerome Lang (23).
- Clyton L. Burwell (31).
- Frank Bowden (13).
- Robert Bryan (—).
- Percy L. Kynaston (30).
- Dr. Carl Fischer (34).
- M. H. Partridge (33).
- Gen. J. Jennings, Jr. (29).
- Karl Kamrath (37).

Insufficient data: R. N. Williams, W. Hines, H. M. Coggeshall, D. Cram, W. B. Wood.

Women:

- Mrs. Helen Wills Moody (1).
- Miss Helen Jacobs (—).
- Mrs. L. A. Harper (11).
- Mrs. Marion Z. Jessup (—).
- Miss Mary Grief (9).
- Miss Marjorie Morrill (12).
- Miss Sarah Palfrey (8).
- Mrs. Marjorie Gladman Van Ryn (7).
- Miss Virginia Hilleary (4).
- Mrs. Dorothy Andrus Burke (22).
- Miss Dorothy Weiss (33).
- Miss Josephine Cruikshank (6).
- Miss Virginia Rice (16).
- Baroness Maud Levi (—).
- Miss Edith Sigourney (—).
- Miss Mianne Palfrey (17).
- Mrs. Agnes Sherwood Lammie (24).
- Mrs. J. D. Corbiere (12).
- Miss M. Gervaise (—).
- Miss Penelope Anderson (11).
- Miss Alice Francis (21).
- Miss Norma Taubole (19).
- Miss Cecelia Riegel (30).
- Miss Clara Greenspan (—).
- Miss Anne Page (27).
- Miss Eleanor Cottman (26).

Insufficient data: Miss E. Cross, Miss A. B. Townsend, Mrs. E. Burkhardt, Arnold, Miss C. L. Zinke, Miss C. Wolf, Mrs. P. B. Hawk.

Men's Doubles:

- Van Ryn—Allison (2).
- Vines—Gledhill (5).
- Doeg—Doeg (1).
- Bell—Mangin (3).
- Shields—Wood (4).
- Stogden—Tidball.
- Hall—Feibelman.
- W. Aydelotte—P. G. Rockafellow.
- Jacoby—Coen.
- J. B. Fenno—H. R. Guild.

THE OAKS.

UDAIPUR'S VICTORY IN EPSOM FILMIES' CLASSIC

London, June 3.

It was Ladies' Day at Epsom today, when the main event on the programme was The Oaks. The race resulted:

Udampur (Benny) 1
Will O' The Wisp (G. Richards) 2
Giudecca (Weston) 3

Betting: 10/1 Udampur, 9/4 Will O' the Wisp, 10/1 Giudecca.

Won by two lengths with a similar distance between second and third.

Also ran—Adadcer (Fred Rickaby), Concordia (Lane), Golden Pomm (Childs), Jennie Marie (Smith), Kiddie (Elliott), Ortygia (Turtle), Solvita (Caralake), Thorndean (Jones), Zarotte (Perryman).—Reuter.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY AND TO-MORROW

By Z.B.W. on a wavelength of 325 metres. (845 K.C.M.).

4.7 p.m. Chinese Programme.

7.11.30 p.m. European Programme of Columbia Records.

7 p.m. Mail Notice, etc.

7.3-7.27 p.m.

Mon. Lac (Witkowski).

Robert Casadesu (Piano) and Orchestra.

Symphonique de Paris conducted by the Composer 0025/0027.

7.27-7.30 p.m. Band Selections.

Marche Militaire (Schubert, arr. Godfrey).

Villanelle (Doll Acquar, arr. Winterbottom).

Reg. Band of H. M. Grenadier Guards.

Voyage in a Tronchola (arr. Miller) DD714.

Reg. Band of H. M. Grenadier Guards DXS.

5 p.m. (Local Time & Weather Report).

7.50-8.40 p.m. Musical Comedy & Light Opera.

Little Time—Vocal Gems (Ross & Schubert, arr. Clutton).

Columbia Light Opera Company 0660.

Follow a Star—Selection (Yellen & Ellis).

Jack Payne & His H.M.C. Dance Orch. DX124.

(This record is by special request).

The Belle of New York—Vocal Gems (Morton and Kerker).

Columbia Light Opera Company 0925.

The House That Jack Built—Selection (Purser, Parsons, Schwartz, Ellis and Novello).

May Starlin and His Ambassadors Band 0916.

Merrie England—Vocal Gems (Hood & German).

Merrie Locket, Clara Berens Francis Russell, Dennis Noble, Robert Carr and Chorus 0983.

8.40-9.10 p.m. Operatic.

Madame Butterfly—Selection (Puccini, arr. Godfrey).

New Queen's Hall Light Orch. 0306.

Alto—Selection (Verdi, arr. Tavan).

New Queen's Hall Light Orch. 0304.

Mignon—Selection (Thomas).

New Queen's Hall Light Orch. 0309.

9.10-9.30 p.m. Orchestral.

The Danes—Selection (Chopin & Clutton).

Court Symphony Orchestra DX24.

Waldteufel—Fantasia (arr. Fink).

Herman Fink & His Orchestra 0830.

9.30-11.30 p.m. Dance Programme.

Fox Trot—Once in a While CB123.

Fox Trot—Song of Swane CB123.

Waltz—Kahmmerl—Song CB141.

Waltz—Private Lives—Somerset I'll Find You CB141.

Fox Trot—Leave the Rest to Nature CB133.

Fox Trot—Cherie C'est Vous CB133.

Fox Trot—Makin' Faces at the Man in the Moon CB147.

Tango—The Thrill of the Tango CB149.

Tango—You Could Never Be True CB149.

Fox Trot—Let Love Take Care of You CB149.

Fox Trot—If I Could Turn Back the Clock CB137.

Fox Trot—My Bluebird's Back Again CB147.

Fox Trot—Blues in My Heart CB147.

One Step—Maree CB140.

Waltz—Don't Tell Me of Love CB140.

Fox Trot—The Barmalee Song CB121.

Fox Trot—Be Careful with Those Eyes CB121.

Fox Trot—Romantic Tune The Blues CB125.

Fox Trot—If I Could Be With You CB125.

Waltz—My Mystery Girl CB149.

Fox Trot—Living a Life of Dreams CB149.

Fox Trot—Nobody Cares if I'm Blue CB149.

Fox Trot—Over the Blue CB149.

Tango—With the Spell of Monte Carlo CB178.

Fox Trot—Shout for Happiness CB124.

Fox Trot—Writing a Letter to You CB124.

Fox Trot—You've Made Up My Mind CB126.

Fox Trot—The One Man Band CB126.

Fox Trot—Take Away the Moon CB135.

Fox Trot—I've Found What I Wanted in You CB135.

Tango—Don't Tell Me CB127.

Tango—An Old Spanish Tango CB134.

Fox Trot—Little Lonely Lady CB134.

Waltz—You'll Find Your Answer in My Eyes CB143.

Fox Trot—Your Eyes CB121.

Fox Trot—You're Telling Times—Molly CB140.

10.30 p.m. Rugby Mid-day Press News.

11.30 p.m. Close Down.

All records in the above European Programme are kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME.

11.15 p.m. Relay of Service from the Union Church, Kennedy Road.

12.15-2 p.m. Chinese Recorded Programme.

1 p.m. Local Time & Weather Report.

2 p.m. Close Down.

8-11 p.m. (Approx.) European Programme.

8 p.m. Local Time & Weather Report.

8.30 p.m. A Programme of Operatic records from Z.B.W.'s Library.

Orchestral—Baryton—Overture (Weber).

William Mengelberg & His Concertgebouw Orchestra.

Song—Louise—Depuis le Jour (Ever Since the Day) (Chapman).

Song—Reurrection—Dieu de Grace (Prayer) (Alfano) Mary Garden (Soprano).

Piano Solo—Bicycle—Paraphrase de Concert (Verdi-Liszt) Alfred Cortot.

Song—Lohengrin—Ragtime (Wagner) Miguel Fleta (Tenor).

Song—Lohengrin—Cigue Fiedel (Wagner) Miguel Fleta (Tenor).

Orchestral—The Wreckers—Overture (Dane Ethel Smyth) conducted by the British Symphony Orchestra.

Vocal Gems—Bigoletto (Verdi) Light Opera Company.

9-11 p.m. (Approx.)

A relay from the Peninsula Hotel by courtesy of the Management of the Second Symphony Concert, conducted by Mr. J. Futera. (During the intervals recorded music will be broadcast from the Studio).

11 p.m. (Approx.) Close Down.



"BURBERRY"

THE RAINCOAT SUPREME.

MAC'S CAFE

HONGKONG HOTEL

SODA FOUNTAIN SPECIALTIES

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MERE SHIBBOLETH?

AUSTRALIAN CRITIC THINKS THAT MORALS OF CRICKET HAVE BEEN OVER-VALUED

"THAT'S NOT CRICKET." How often have we heard that applied to some mean action, not necessarily committed on the playing field, but in a hundred different walks of life? Just as often have we heard "That's Cricket" applied to some particularly worthy action.

But after all, cricket is only a game—some declare it is merely a ceremonial—and it seems but part of hide-bound tradition to apply the term to a self-sacrificing deed. One wonders if there is such a high moral value in the game as one would be led to understand.

Just listen to speeches of welcome made to international cricket teams; always are they the same. In England and Australia, South Africa and New Zealand.

A peer in the cricket world, dazzled by the brilliancy of the occasion will speak of the "silken bonds which bind the British Empire" being made stronger by those sporting visits. But his words are platitudes, and deep down in his heart he must know it.

Did those wild demonstrations against Larwood and Duckworth during the last English tour of Australia, help in the slightest degree to "strengthen the silken bonds?"

I must confess they did not appeal to me in that way. Cricket to-day, although retaining its ceremonial, is fast losing grip of the traditions which have provided moral quotations for school teachers. The commercialisation of the game has contributed in no small measure to this, but probably the chief cause can be found in its advance in the international field of sport.

So intense has become the rivalry between countries, that the traditional "village green" atmosphere has been usurped and forgotten.

NATIONAL PRIDE.

The abnormal interest taken in Test matches is more a matter of national pride than a keen sporting spirit. I have vivid recollections of what happened in Australia during the last series of Test matches against England.

The national broadcasting stations relayed the progress scores right through the night until stumps were drawn. The last results came through about 2.30 a.m. and until that hour crowds congregated near every public loud speaker.

During one of those matches when the result hung in the balance some very "uncricket" scenes were witnessed. The Englishmen were doing well at the creases and the English section of the crowd was jubilant. "We'll show you blooming 'cow cockies' how this game

ONLY A GAME.

Cricket to-day has to be regarded, at its highest, as a game. It offers no more moral uplift than any other pastime. The very distinction made between professionals and amateurs is contrary to the "spirit" of cricket, as our moralists would have us to understand the game.

Do not let us delude ourselves that in watching a Test Match or any other sort of first class cricket, that we are seeing put into practice the finest ideals of sportsmanship possible.

The village green might offer this, but to-day we have grown beyond thinking in terms of village cricket. To-day we pay money to see the game and we look for an adequate return for that expenditure by the people who are paid handsomely to entertain us.

The principles of cricket no longer remain ideals. They have been turned into rules which can be changed at any time by the governing authority of the game.

H. P. David (1).
N. Shyne (5).
E. B. Avery (1).
Insufficient data:
Dr. J. C. Gregory.

Women.

Mrs. E. Fearnley-Whittingstall (5).
(Continued on Page 7.)

KNOCKING COVER OFF



W. R. Hammond, the Gloucester batsman who thrashed in vain the Middlesex bowlers, hitting 113 out of a total of 259. It is his best performance to date this season.

LEADERS OF THE TENNIS WORLD

OFFICIAL NATIONAL RANKING LISTS FOR 1931

The rankings made by the English Lawn Tennis Association last year aroused a storm of controversy, practically all of the leading newspaper critics taking the selectors to task.

It was generally felt that F. J. Perry deserved first place, despite the fact that he jumped from seventh to second, and many were of the opinion that G. P. Hughes, who is a brilliant doubles player, was ranked too high as No. 3. The selection of J. S. O'Hiff to share No. 6 place with H. K. Lester met with strong disapproval, the majority of critics maintaining that his position was that of H. G. N. Lee at No. 4.

The exclusion of Miss M. C. Scriven from the ladies list met with a storm of indignation being regarded as sufficient to give her a prominent position. The selectors held they had insufficient data regarding her displays.

In the following lists of the English and American national rankings, the figures in parentheses indicate the positions held in 1930.

ENGLISH RANKING.

Men.

1. H. W. Austin (1).
2. F. J. Perry (7).
3. G. P. Hughes (—).
4. H. G. N. Lee (2).
5. C. H. Kingsley (8).
6. H. K. Lester (6) & J. S. O'Hiff & J. S. O'Hiff (1).

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Khabo Crope	1.15 "
Spun Crope	1.20 "
Georgette Crope	1.20 "

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Silk Petticoats	3.75—4.00
Silk Bloomers	1.50—1.70
Silk Knickers	1.50—1.70
Silk Pyjamas Embd.	6.25
Silk Silk Shirts	3.65
Cents Silk Ties	0.50
Radium Crope	2.00
Spun Striped	1.10

Canton Crope	\$1.75 Yd.
Heavy Crope 36"	2.00 "
Extra Heavy Crope 36"	3.00 "
Printed Georgette 36"	\$1.80 and upward
Printed Crope de Chine 27"	\$1.50 and upward
Printed Fuji	\$1.20 Yd.

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OUTSTANDING FEATS WITH BAT & BALL SUTCLIFFE & HAMMOND IN GREAT FORM

London, June 4.

COUNTY CRICKET WAS RESTORED to its rightful position in English national sporting activities during the last three days, a full programme of matches being but slightly affected by weather vagaries.

The outstanding achievement was that of Hampshire who beat Yorkshire at Leeds, despite a magnificent fighting innings by Herbert Sutcliffe, who scored 104 out of 170 and was undefeated.

Hammond was also in irresistible form, hitting out to such an extent as to score 113 out of a total of 259. Gloucester, however, suffered defeat.

There were a number of excellent performances with the bat and ball, V. W. C. Jupp again being prominent with his trundling.

COUNTY CHAMPIONSHIP

Middlesex beat Gloucester at Lord's by 106 runs.
Notts beat Derbyshire at Nottingham by an innings and 86 runs.
Northants beat Kent on 1st innings at Northampton.
Essex beat Glamorgan at Cardiff by 81 runs.
Hampshire beat Yorkshire at Leeds by 49 runs.
Leicester beat Somerset at Leicester on 1st innings.
Surrey beat Warwickshire at Birmingham on 1st innings.

FRIENDLIES

Sussex beat Cambridge at Cambridge by an innings and 60 runs.
Lancashire drew with Oxford at Oxford.
All-India beat Norfolk at Norwich by 128 runs.

HONOURS LIST.

Batting

E. Davies (Glamorgan) v. Essex	176
Cook (Sussex) v. Cambridge	141
E. Tyldesley (Lancs) v. Oxford	124
S. H. Brooke (Oxford) v. Lancashire	123
Hammond (Gloucester) v. Middlesex	113
O'Connor (Essex) v. Glamorgan	112
Keston (Notts) v. Derby	108
Hulme (Middlesex) v. Gloucester	106
Sutcliffe (Yorkshire) v. Hampshire	104
Signifies not out	

Bowling

V.W.C. Jupp (Northants) v. Kent	7 for 47
Sibbles (Lancashire) v. Oxford	6 for 46
Nichols (Essex) v. Glamorgan	6 for 48
Wensley (Sussex) v. Cambridge	6 for 50
Peebles (Middlesex) v. Gloucester	5 for 34
Goddard (Gloucester) v. Middlesex	5 for 44
Larwood (Notts) v. Derbyshire	5 for 40
Parker (Gloucester) v. Middlesex	5 for 73
Kennedy (Hampshire) v. Yorkshire	5 for 77
Eastman (Essex) v. Glamorgan	5 for 86
Tate (Sussex) v. Cambridge	4 for 28
	4 for 151

HAMMOND HITS OUT

But Gloucester Are Well Beaten By Middlesex

A Jessop-like innings by Hammond in the Gloucester second innings was one of the many features of the meeting between Middlesex and Gloucester at Lord's, but the effort, in which the famous batsman scored 113 out of a total of 259, was not sufficient to save Gloucester from defeat, the London team winning by 106 runs. Parker and Goddard did some destructive work with the ball when Middlesex first went to the wicket. Parker took 5 for 72 and Goddard the other five wickets for 44 runs. Middlesex were dismissed for 131, but thanks to Peebles, who bagged half the wickets for 34 runs, Gloucester obtained but a two runs lead on the first knock.

Middlesex set about the visiting attack at the second time of asking, and with Hulme knocking up a bright 106, the total realised 367.

Hammond came into his own when Gloucester tried to secure the necessary runs, but the remainder of the team failed and the losers were dismissed for 259.

(Continued on page 11).





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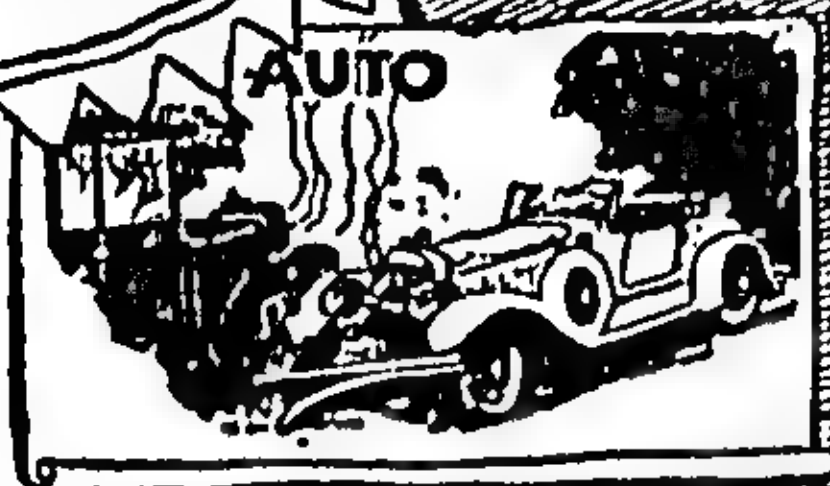
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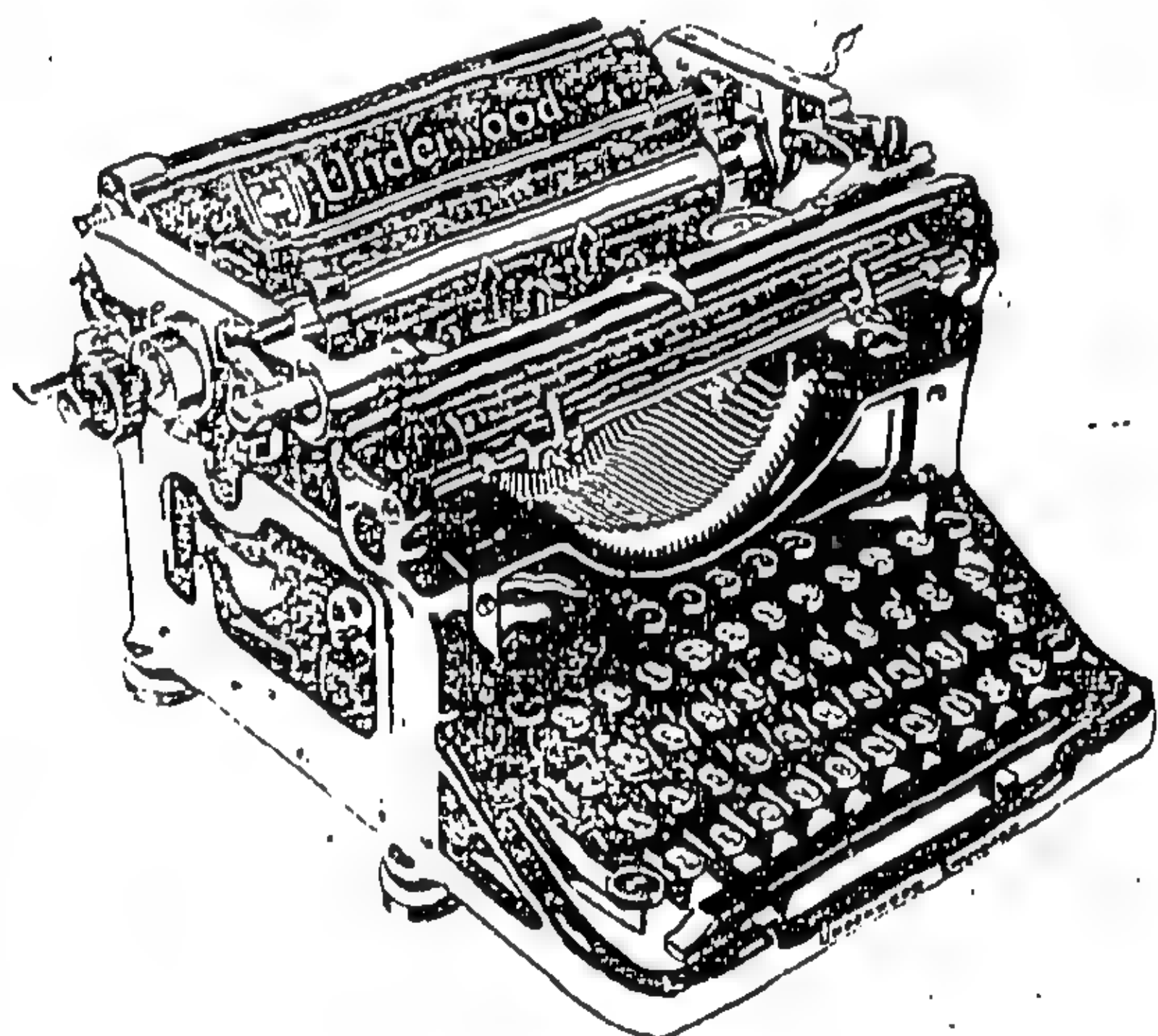
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THE MEALS OF THE MILLION

BREAKFAST TABLE AUTOCRATS

English diets, among the poorer classes at any rate, appear to contain more fat than Scottish diets. This is one of the interesting conclusions reached in the latest report by Drs. E. P. Cathcart and A. M. T. Murray, issued by the Medical Research Council, (H. M. Stationery Office, Special Report, No. 165. Price 6d.)

These workers, with the assistance of Miss M. Shanks, are engaged in a study of the quantity of food eaten in various communities in different parts of Great Britain. Their previous work on Scottish diets was issued last year. Since then they have worked out in detail the exact quantities of food eaten by 56 families in Cardiff and 57 families in Reading. They report that the Cardiff families spend more on food each week than the Reading families, although all the groups studied were of approximately the same social status.

Investigating this point in more detail they found that the average income in the Cardiff families was slightly higher than that of the Reading families, and this was reflected in the increased amount spent in food. Indeed, in all their studies it is conclusively shown that with a rising income there is an increased consumption of fat. This is not due to the eating of more meat, but probably, although the investigators do not state this, to the eating of more butter.

Quantity Before Quality

One other fact of some interest is brought out in the present report. In practice there is very little interest shown in the question of diet. "The general assumption is," the investigators state, "that the problem is one of widespread interest. Academically this is undoubtedly true; practically it is not. The only question asked by the majority of people is whether there is enough to eat."

The report goes on to show that where the amount of income available cannot possibly provide the necessary quantities of food for the whole household it is invariably the wage-earner who gets enough while the wife and possibly the children suffer. It is not only a question of size of income, however, for the general powers of management of one or both parents also come into the question.

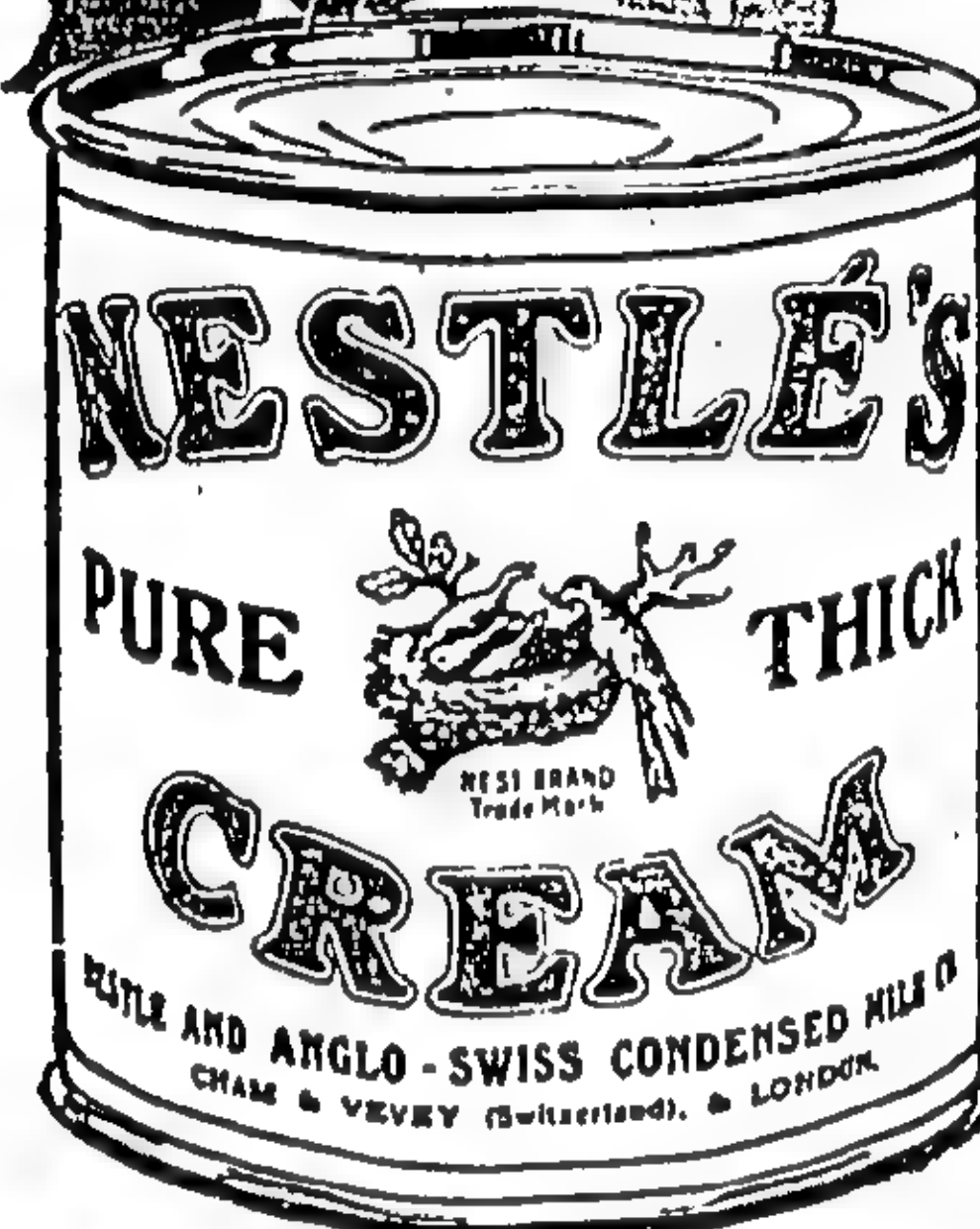
In comparing English and Scottish figures, the report emphasises the low percentage of income spent on food in England and the relatively high percentage spent on rent. In Scotland food rather than housing comes first.



Pass the plums

Cool fruit dishes are most tempting in hot weather but the fruit should be served ice-cold and with lashings of cream on it.

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It has been decided by the Liquidators of the company in question that the £15,000 deposited by companies effecting third party insurance under the terms of the Road Traffic Act is to be pooled as assets in the event of liquidation.

This is to say that motorists having third party claims against a company in liquidation have no privileges whatever to distinguish them from the main body of creditors, despite the fact that third party insurance is compulsory, and that the deposit has only become necessary since compulsory third party insurance was instituted.

The £15,000 has to be deposited with the Accountant General of the Supreme Court.

No Court has yet decided that the opinion of the Liquidators is a correct interpretation of the pertinent clause in the Road Traffic Act; but considerable anxiety has already been caused in motor circles by the announcement that the creditors of a company in liquidation who are liable for third party claims may have to meet them as far as possible out of their own pockets in spite of their having paid insurance premiums.

Act may be amended. Under the Act, every motor driver and owner of motor vehicles must carry third party insurance taken out with companies which must deposit £15,000. Such companies alone are entitled to issue third party insurance certificates.

Motorists have already drawn the attention of the motoring organizations to the position which has arisen as a result of the decision.

It is understood that the Motor Legislation Committee, on which they are all represented, is considering the terms of a recommendation to be made to the Minister of Transport on the subject, so that the relative clause in the Act may be amended.

It is suggested that in future the sum deposited by insurance offices shall be increased, and that this sum be "earmarked" for payment of third party motor claims in full, and that only the balance, if any, should go to the general liquidation fund of the company concerned.

A Ministry of Transport official stated to a *Morning Post* representative that no statement could be made until a decision on the subject had been reached in a court of law. "Until then," it was added, "the decision referred to has not the force of law and the clause may be otherwise interpreted."

THE PRINCE IN THE
NORTHAMID DISTRESS AND
UNEMPLOYMENT

The Prince of Wales addressed a crowded meeting in the City Hall, Newcastle-on-Tyne, in amplification of his recent appeal for personal service. After a long tour of Tyneside he left by the night train for London.

"I am very glad to have been able to come to Newcastle because I had heard of the splendid response already made on Tyneside to my recent Albert Hall speech," he said.

"There are thousands of people here and elsewhere, people in every walk of life, who have found some task to undertake, and there are I know thousands of others who are only waiting to see more clearly what they should do.

"Our help is needed in a variety of tasks. The point is not to wait to be shown some ambitious enterprise, but to look around us and see whether there is not some simple task within our reach that we can undertake at once. Much has been done to better social conditions by great public services, but the kind of social service that I am thinking of this evening is something humbler and less ambitious. I am sure it may be no less far-reaching.

"To put it simply—it consists of mutual helpfulness and individual effort.

"In some places you need more land for cultivation as allotments and for development as playing fields. In other places premises are wanted for use as workshops. There is often a call, too, for technical advice and guidance and for help with materials and equipment.

"Where that help is forthcoming—as I trust it will be everywhere—I am sure that many more groups of the unemployed, who are dead-end of these days, will find a chance of useful service until there is again a demand for their labour.

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"I am asking all who belong to clubs with games and sports whether they cannot help the rising generation to grow up good sportsmen. It would be a fine thing if all who are associated together for games were also associated in some form of service.

"I wonder, too, if the staffs of our great business houses, insurance offices and banks might

not make themselves corporately responsible for some form of individual service that would enlarge the opportunities of boys and girls.

"This is just a suggestion on my part, but it may be worth thinking over.

"From all I have seen, you have here on Tyneside a great store of that courage and mutual helpfulness well known to the men who go down to the sea in the ships that you have built, and well known to the mining communities that surround you. Let us determine to-night and bring those energies that we have to offer to the services of our fellow men."

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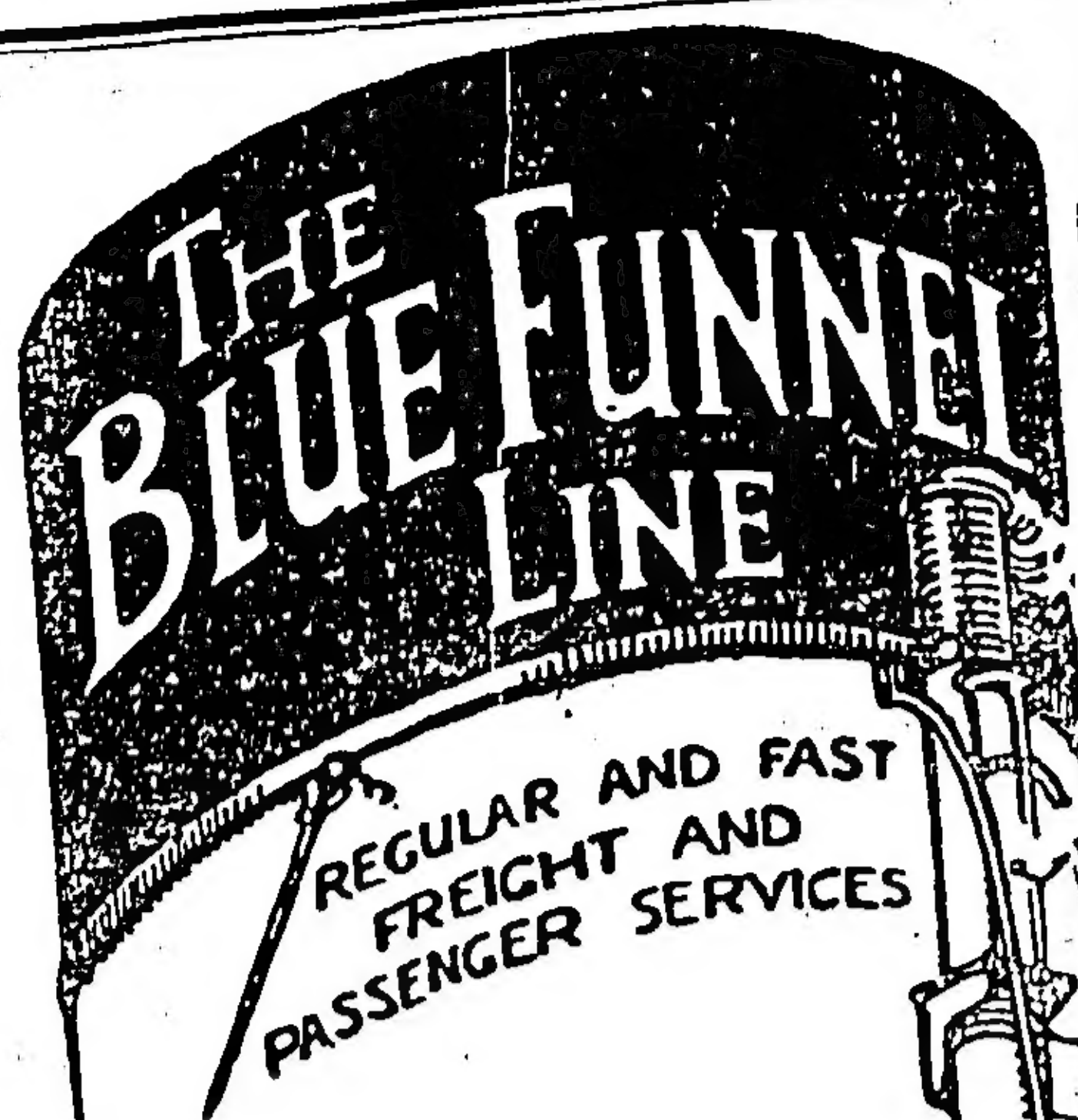
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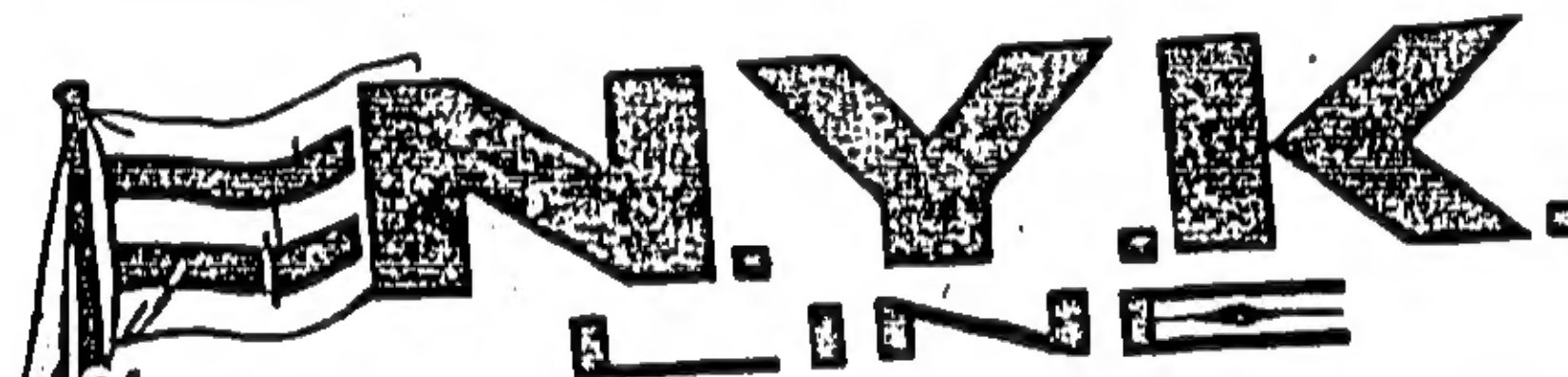
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To Osaka via Amoy, Shanghai & Kobe	Kutsang	Fri., 17th June at 9 a.m.
To Sandakan	Hinsang	Wed., 8th June at noon
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To Tientsin via Swatow, Foochow & Chefoo	Hopsang	Sun., 5th June at 10 a.m.
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THE "TULSA" EXPLOSION

ONE KILLED AND SEVEN
INJURED

ESCAPING GAS

In the explosion which occurred aboard the U.S.S. Tulsa at Amoy on Wednesday morning, one of the crew was killed, three were seriously injured, suffering from compound fractures and burns, and four others were sent to hospital suffering from shock, concussion, and burns.

The explosion occurred at 10 a.m. on Wednesday morning, and was caused through a leak in the ice-making plant on board the ship. Among the casualties were:

KILLED.

W. E. Leathers, Fireman (2nd class).

W. W. Allen, Chief Electrician's Mate.

R. P. Hawley, Chief Machinist's Mate.

H. H. Linder, Chief Pharmacist's Mate.

At the time of the tragedy the U.S.S. Tulsa was anchored off Kulangsu, near Amoy. The odour of escaping gas drew the attention of those aboard to the leakage, and Leathers and C.P.O. Hawley proceeded to the room in which the ice-making plant was housed, to make investigations. The leak was discovered by Leathers, who immediately pulled out the switch to stop the ice plant. As the spark connection was made, a spark flashed across the gaps, followed immediately by a blinding explosion, as the escaping ethyl chloride gas ignited. Leathers was flung violently into the air and was killed immediately. Hawley, who was standing in the doorway of the room, was thrown into the passage by the force of the explosion, and suffered compound fractures of his arm and leg.

The terrific force of the explosion shook the ship from stem to stern. C. P. O. Allen and C.P.O. Linder, the other two members of the crew who were seriously injured, were in their mess-room above the ice-making plant, with four companions and so great was the shock that all six were thrown off their feet. Allen and Linder also received fractures and suffered from shock, but the other four,

whose names cannot be ascertained, escaped with minor injuries.

Plant Wrecked.

Members of the crew, as they ran to the scene of the explosion, were greeted with a scene of wreckage. C.P.O. Hawley was lying in the passage, his clothes torn off, and his body a mass of burns and inside the compartment was the body of Leathers. The ice plant was totally wrecked, and the walls of the compartment bulged from the force of the explosion.

Wireless messages were immediately sent to Commander Rice, of the destroyer U.S.S. John D. Edwards, which was lying at Swatow. The destroyer proceeded immediately to Amoy, arriving there early yesterday, when the work of transferring the three seriously injured men was undertaken. As soon as the men were taken, she proceeded to Hongkong, arriving here early yesterday morning. Upon arrival the three men, together with the body of Leathers, were transferred to the U.S.S. Gold Star, which leaves here at noon to-day for Manila. Upon arrival at Manila the three men will be taken to the U.S. Naval Hospital at Canacao, near Cavite. Leathers' body will be sent back to his home town in America.

Others in Hospital.

Although four other members of the crew of the U.S.S. Tulsa were injured by the explosion, their injuries were only of a minor nature, and they are suffering chiefly from burns and shock. They were taken to hospital in Amoy on Wednesday afternoon.

The Tulsa has not been damaged sufficiently to place her out of commission, as most of the actual damage was confined to the ice-making compartment. As she is due to undergo scheduled regular overhaul next month, it is not thought likely that she will have to proceed to Manila for repairs before then. The Tulsa, which is a sister gunboat to the U.S.S. Sacramento, has only been at Amoy for two months, proceeding there from Panama. This is not, however, her first visit to Eastern waters.

She was constructed in 1922 and has a net displacement of 1,675 tons. The total complement aboard is 185, and the ship is under the command of Captain Rice. The U.S.S. John D. Edwards, which brought the three injured men to Hongkong for transhipment to the U.S.S. Gold Star, returns to Swatow, where she is stationed, early this afternoon. The John D. Edwards is under the command of Commander Brown.

M. LONDRES' FATE

SHIP'S OFFICER SAYS HE
WAS DROWNED

Marseilles, June 3.

According to a circumstantial story told by one of the officers of the Georges Philippart the French journalist, M. Albert Londres, was drowned and not incinerated in his cabin.

The officer says he saw M. Londres put his head out of the port hole and shout for help. The officer tied a length of hose piping to the deck rail which was lowered to the port-hole. He was confident that M. Londres would be able to climb up it unassisted.

The officer rushed to help to lower the boats while M. Londres swarmed up the piping, but just as he was reaching the deck rail the piping snapped, possibly burned through.

M. Londres fell into the sea and was never seen again.

In the meanwhile the theory prevails that the fire was deliberately started by coloured members of the crew interfering with the dynamo and increasing voltage so as to cause a wholesale fusing.—*Reuter's Special Service.*

The Administration Council of the French National Union of Journalists last week voted a motion of homage to Albert Londres, who was lost in the Georges Philippart disaster, and decided that his portrait should be hung in the meeting chamber.

which brought the three injured men to Hongkong for transhipment to the U.S.S. Gold Star, returns to Swatow, where she is stationed, early this afternoon. The John D. Edwards is under the command of Commander Brown.

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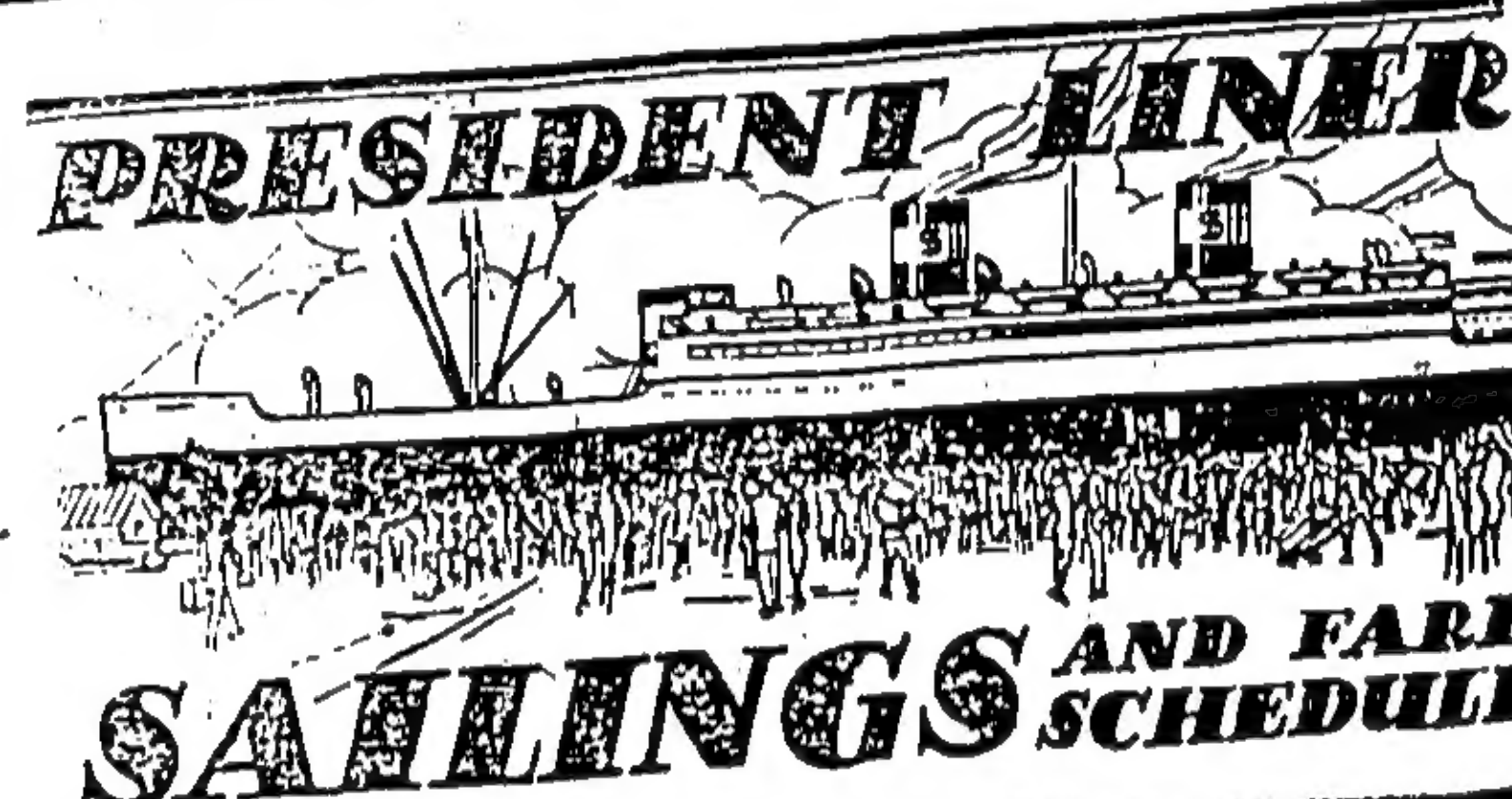
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Pres. Garfield Sun., June 12 Pres. Adams Sun.,

NOTICE TO CONSIGNEES.

The Undornoted Unclaimed and Decayed Cargo at present lying in Holt's Wharf, Kowloon will be sold by Public Auction on 6th June or Destroyed, if Delivery is NOT taken previously. Moneys so obtained will be utilised to Defray Storage Charges.

Mark	Cargo	Ex	Date of arrival
S T G	153 1 Cane Paper Braces	"Westfalen"	1.10.22
J F S	698 1 "do"	" "	" "
H T	5931 1 "do"	" "	" "
B J	2286 1 "do"	" "	" "
H E	9882 1 "do"	" "	" "
G K	1 Piece C.I.R.W. Pipe	"Hector"	18.1.32.
No Mark	5 Bales Galv. Sheets	"Perseus"	3.2.32.
"do"	2 Bales Galv. Sheets	" "	3.2.32.
"do"	67 Pieces " "	" "	" "
181	1 Coil Wire	" "	" "
HONG KONG	2 Pieces Pipe Connections	"Sarpodon"	7.2.32.
No Mark	" "	" "	" "
End White	1 Balle Round Bar	"Eurylochus"	11.2.32.
1 White in Mid	1 Pee R.W. Pipes	"Aeneas"	16.2.32.
H.I.	" "	" "	" "
Chinese	2 Bags S/Ammonia	"Menestheus"	9.2.32.
Characters	" "	" "	" "

BUTTERFIELD & SWIRE.

CITY HALL

(Continued from Page 2.)

Walkinshaw, attorney for C. Carey Smith, one of the trustees of the will. The Letters of Administration were not registered against the title in the Land Office and since that date none of the representatives of the lessees seem to have concerned themselves with the property in any way.

The buildings appear to have been erected by public subscription, commencing in 1865, each individual, firm or corporation subscribing \$100 received a so-called "ordinary share," and 216 of such "shares" of a total nominal value of \$21,600 were issued to 61 "shareholders." As the building proceeded it was found that the sum subscribed was insufficient and Sir Robert Jardine, whose firm held fifteen "ordinary shares" appears then to have subscribed \$50,000 and to have received 105 so-called "preference shares" of various denominations but totalling \$50,000.

If these "shareholders" are to be regarded as an association for the purpose of carrying on any business having for its object the acquisition of gain by its individual members it will be illegal under the Companies Ordinances of 1865 and 1911. No interest or return has ever been paid, however, to the holders of any of these shares, the whole income, supplemented by occasional government grants, having been devoted to the upkeep and improvement of the building, with the exception of a small reserve fund which now amounts to about \$4,000.

Old Committee Extinct.

The buildings have been managed hitherto by a committee which appears to have been elected by the original subscribers with power to add to its number. None of those originally elected remain, the present members having been co-opted as occasion arose. The senior member in Hongkong of the firm of Jardine, Matheson & Co. is chairman of the committee.

The buildings consist of a theatre on the western portion of the lot and of certain halls and rooms on two floors on the eastern portion. These on the upper floor have been used for balls, receptions and meetings and those on the lower floor for a free library and museum, and latterly also as a Y.M.C.A. Club for the Naval, Military and Air Forces.

The buildings are old and the committee are now faced with the problem of having to spend a sum of money far in excess of any that they are in a position to command to modernise them and to put them into a proper state of repair and of safety against fire or into the state required by law for buildings to which the public have access. They have therefore closed the premises and it becomes necessary for the Government to intervene.

Amenities to Continue.

In all the circumstances of the case it is considered better for the Government to resume possession of the property by means of an *ad hoc* Ordinance rather than to proceed under the powers reserved by the Crown Lease.

It is not the intention of the Government to re-erect a City Hall on this site, part of which will be sold and part developed to accord with a general scheme of town

WAR DEBTS TALK

AMERICANS SHY OF LAUSANNE

Washington, June 3. America's unwillingness to attend the Lausanne Conference is due to the belief that American participation would be interpreted as indicating a relaxation of its attitude towards War Debts and Reparations.

According to the New York *Herald-Tribune*, the American delegation to the projected World Economic Conference will probably be headed by Mr. Owen D. Young, of Young Reparatons Plan fame.

This conference has been suggested by Britain as a widening of the Lausanne Conference to include world economics.

In the meantime, the isolationist and anti-revisionist sections of Congress are already preparing to attack those who are ready to allow America to be "lured" into attending the Economic Conference.

Senator Reed, the Republican leader, who is opposing participation, gave an interview to the New York *Times* to-day, in the course of which he declared that if America participated, an effort would be made to impose upon her the cost of all concessions that might be made to Germany.

The State Department has indicated that if the Powers attending the Lausanne Conference (opening shortly) were to meet in London later to discuss world economic conditions, the United States would be willing to attend.

The American Government is, however, determined not to attend the Reparations Conference.—*Reuter's American Service.*

Silver Problems.

Washington, June 3. The silver problem will be given prominence on the American agenda proposed for the International Economic Conference, following a deputation by Congress to President Hoover.

Mr. Andrew Somers, Chairman of the House of Representatives Coinage Committee, said there could be no stabilisation of commodity prices without the stabilisation of silver.—*Reuter's American Service.*

Support From Italy.

Rome, June 3. "At Lausanne, Italy will urge the final solution of reparations and inter-Governmental debts by cancellation, which is the first essential for overcoming the world crisis," declared Signor Grandi, in a speech to the Senate to-day. He added that the problems facing the world required the immediate decisions of the nation, unable to wait for the ordinary procedure of diplomacy.

Italy was prepared to disarm even to zero limits if others did likewise. The disarmament and reparations problems were technically and morally connected.

The French proposals for putting armed forces at the disposal of the League of Nations were unacceptable. Italy proposed the complete abolition of weapons of offence such as capital ships, submarines and bombing planes.

Italy was always ready to respond to gestures of goodwill and accepted the British proposal of a naval compromise.—*Reuter.*

planning; but as a part of that scheme it is the intention of the Government to make provision for public amenities of the kind hitherto provided by the Committee of the City Hall.

CONSIGNEES' NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

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Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Goddard and Douglas at 10.00 a.m. on Thursday, the 8th June, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

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On Monday night the former pupils resident in Hongkong will meet to honour the name of "Jinglin" George and to recall the stirring incidents of past years within the grey walls at Lauriston.

OPEL

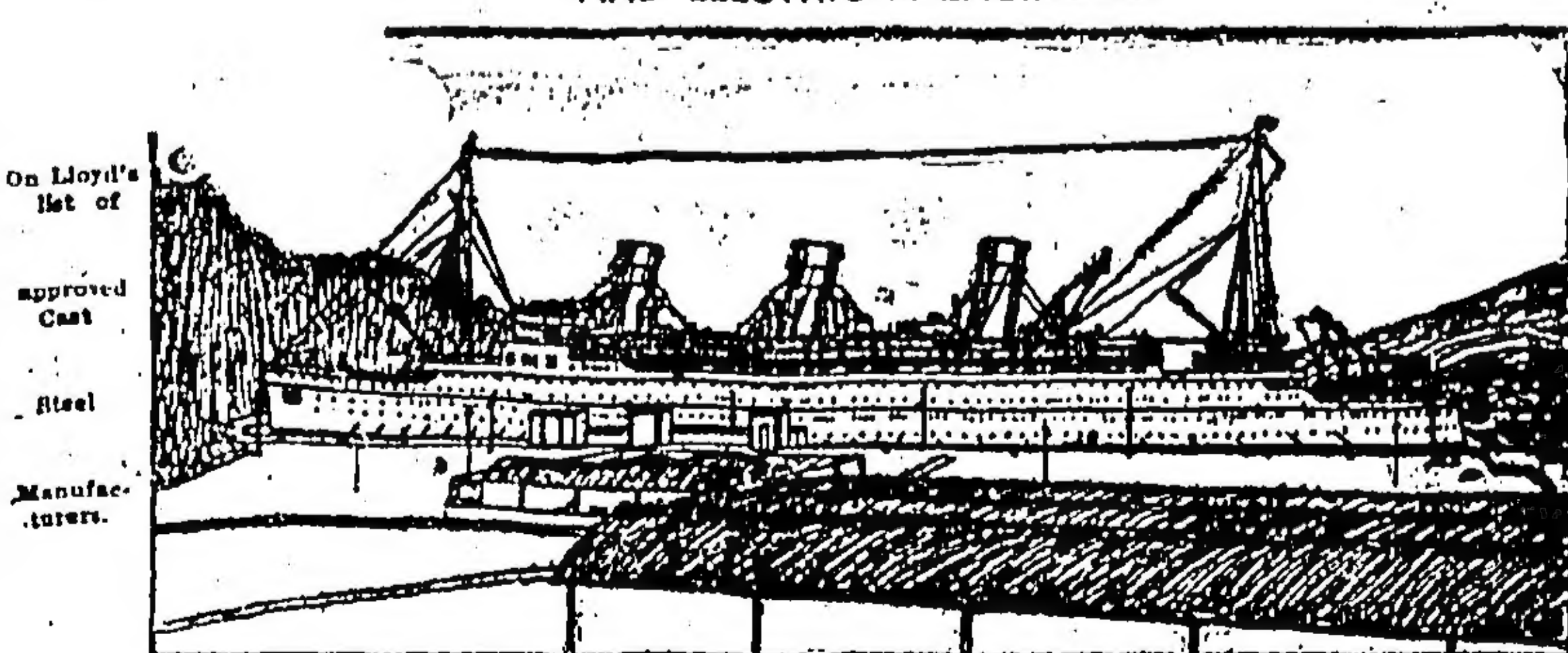
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BANGALORE	6,500	11th June.	B'bay, M'los, L'don, Havre, H'burg, Rotterdam, Antwerp & Hull
NALDERA	16,000	18th June.	Bombay, M'los & L'don
KAISAR-I-HIND	12,000	2nd July.	Bombay, M'los & L'don
IBHUTAN	6,000	9th July.	B'bay, M'los, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
RAJPUTANA	17,000	16th July.	Bombay, M'los & L'don
MANTUA	11,000	30th July.	Bombay, M'los & L'don
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TANDA	7,000	2nd Sept.	

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*NANKIN	7,000	6 June. 4 p.m.	S'hai, Moji, Kobe, Osaka & Yokohama
TAKADA	7,000	16th June.	Amoy, Moji, Kobe & Yokohama
RAJPUTANA	17,000	16th June.	S'hai, Kobe & Yokohama
IBHUTAN	6,000	28th June.	S'hai, Kobe & Yokohama
SIRDHANA	8,000	30th June.	Amoy, S'hai, Moji, Kobe & Osaka
MANTUA	10,000	30th June.	S'hai, Moji, Kobe & Yokohama
NELLORE	7,000	4th July.	S'hai, Moji, Kobe, Osaka & Yokohama
TILAWA	10,000	14th July.	Amoy, Moji, Kobe & Yokohama
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CHANGTE	June 10th	June 21st	June 24th	July 10th
TAIPIING	July 12th	July 22nd	July 25th	Aug. 10th
CHANGTE	Aug. 12th	Aug. 23rd	Aug. 26th	Sept. 10th
TAIPIING	Sept. 18th	Sept. 28th	Sept. 31st	Oct. 10th

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Felix Roussel .. 21st June.
G. Metzinger .. 5th July.
Angkor .. 19th July.
Arthos .. 2nd Aug.
Chenonceaux .. 16th Aug.
Arthos II .. 30th Aug.
D'Artagnan .. 13th Sept.

Athos II .. 8th June.
D'Artagnan .. 21st June.
Andre Lebon .. 5th July.
F. Roussel .. 19th July.
G. Metzinger .. 2nd Aug.
Angkor .. 16th Aug.
Porthis .. 30th Aug.
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DUTIES ON LIQUOR.

AMENDMENT TO THE
PRESIDENT ORDINANCE

The Government Gazette publishes
an order by H. E. the Officer Adminis-
trating the Government giving the full
force and effect of law to an Ordinance
enacted as the Liquor Amendment
Ordinance, 1932.

The "objects and reasons" state
that the Liquor Ordinance, No. 38 of
1931, like the Ordinance which it re-
placed, deals with many alcoholic li-
quors which, though intoxicating, are
not usually so described and which
are not included in the list of in-
toxicating liquors given in section 2
(10) of the Ordinance.

This Ordinance therefore substitutes
"alcoholic" "durable" or other suit-
able expressions for the word
"intoxicating" or similar expressions
in several sections of the Ordinance
where they are considered more
appropriate.

Paragraph (e) of section 2 of the
Ordinance sanctions the practice of
imposing special conditions in addi-
tion to the general conditions contin-
ued in the forms in the Third Schedule
to the principal Ordinance.

Paragraph (f) amends the defini-
tion of spirituous liquors in section
2 (27) so as to make it correspond
in its spirit content to the definition
of "intoxicating liquor" in section 2
(10) of the principal Ordinance.

The Ordinance contains the follow-
ing new table of duties:

Part I.

European Type Liquor.

On all liquors, and on all
champagnes and other spark-
ling wines, per gallon, \$10.00
On all brandy, gin, rum, whiskey
and other spirituous liquors, per
gallon, 6.00
On all port, sherry and madeira, per
gallon, 4.00
On all other still wines, per gallon, 3.00
On beer, porter, elder, perry
and stout, per gallon, 0.60
On all intoxicating liquors
above the strength of 18
degrees under proof, for
every degree above such
strength, in addition to the
appropriate duty as above, 0.07

Part II.

Chinese Type Liquor.

On all Chinese type spirits con-
taining not more than 24
per cent. of alcohol by
weight, per gallon, 1.20
For every one per cent. of
additional alcoholic strength
by weight, 0.05

Part III.

Japanese Type Liquor.

On all Japanese type spirits con-
taining not more than 24 per cent.
of alcohol by weight, per gallon, 1.20
For every one per cent. of
additional alcoholic strength
by weight, 0.05

Part IV.

Other Liquors.

On all spirituous liquors other
than intoxicating liquors, but
including spirits of wine or
arack, containing not more
than 24 per cent. of alcohol
by weight, per gallon, 1.20

BANK RETURNS.

NOTE AND SPECIE FIGURES
FOR MAY

The returns of the average amount
of bank notes in circulation and of
specie in reserve in Hongkong, dur-
ing the month ended 31st May, 1932,
as certified by the Managers of the
respective banks, are:

Bank	Average Amount in Circulation	Specie in Reserve
Chartered Bank of India, Australia and China	25,501,021	5,300,000
Hongkong and Shanghai Banking Corporation	12,315,955	112,000,000
Indo-Chinese Bank	3,176,020	1,360,000
Indo-Siam Bank	1,166,000	121,000,000
Total	32,059,000	218,660,000

In addition Sterling Securities are
deposited with the Crown Agents
valued at \$1,403,000.

In addition Securities deposited
with the Crown Agents and Straits
Government valued at \$2,747,000.

In addition Securities deposited
with the Crown Agents valued at
\$190,000.

OBITUARY

PARSEE INDUSTRIALIST DIES
IN GERMANY

London, June 3.
The death occurred today at
Badkissingen, Germany, of Sir
Dorabji Jamsetji Tata, prominent
Parsee merchant and Chairman of
Tata and Sons Ltd., and the Tata
Companies, Bombay.—*Reuter.*

Born in 1859, Sir Dorabji Tata
was a son of the late Jamsetji
Nusservanji Tata, and, educated at
Cambridge, was a noted authority
on Indian industrial matters. He
was President of the Indian In-
dustrial Conference in 1915, and a
member of the Indian Industrial
Commission from 1916 to 1918.

In 1898 Sir Dorabji married a
daughter of Mr. H. J. Bhabha,
formerly Inspector-General of
Education in Mysore, and a noted
Indian educationist. Sir Dorabji
was created a Knight in 1910. He
has no children.

For every one per cent. of
additional alcoholic strength
by weight, 0.05

Provided that it shall be lawful for
the Superintendent of Imports and
Exports, in his discretion, to assess
the duty on any intoxicating liquor
not specifically mentioned in Parts
I, II, and III above at such rate as is
provided in such parts for the liquor
which the Superintendent shall deem
to approximate most nearly to such
intoxicating liquor; and provided also
that it shall be lawful for the said
Superintendent, in his discretion, to
assess the duty on any spirituous
liquors imported in a consignment of
less than two gallons at one time at
\$5.00 per gallon.

One Eye
on the
White House

GARNER BILL FOR
UNEMPLOYED

Washington, June 3.

The Ways and Means
Committee of the House of
Representatives has reported
favorably on the Garner
Bill, which seeks to appro-
priate \$52,300,000,000 (nearly
\$500,000,000 at par) for the
relief of unemployment.

Mr. John N. Garner, the sponsor
of the Bill, is the present Speaker
of the House of Representatives
and has ambitions to reign at the
end of the latter's present term
of office.

Mr. Garner's proposals would
absorb the whole of the amount
which is likely to be secured from
the additional taxation now being
authorized by Congress, and which
should be applied to the balancing
of the Budget.

President Hoover and Mr. Ogden
Mills, the Secretary of the Treas-
ury Department, are bitterly op-
posed to the measure.—*Reuter.*

Later.
The Democratic caucus has
voted in favour of supporting the
Garner Bill in its entirety.
—*Reuter.*

BIRTHDAY AT THE
RACES

KING GIVES LUNCH
PARTY

London, June 3.

The King celebrated his sixty-
seventh birthday to-day and re-
ceived congratulatory telegrams
from all parts of the Empire.

His Majesty spent the morning
at Buckingham Palace, where he
was engaged on routine duties and
later drove with the Queen to
Epsom to witness the race for the
Oak Stakes.

A birthday luncheon party took
place in the dining room attached
to the Royal Box.

Flags were flown at the mast-
heads of public buildings and the
customary tribute of honour was
paid by the Royal Navy at all
home ports.

Salutes of twenty-one guns were
fired in Hyde Park and in Windsor
Castle Park. Five thousand troops
took part in the celebrations at
Catterick Camp.

The Foreign Secretary, Sir John
Simon, gave a dinner to cele-
brate the King's birthday at the
Foreign Office to-night at which
the Foreign Ambassadors and
Ministers in London, members of
the cabinet and others attended.
—*British Wireless.*

EXPLOSION ON
TULSA

BULKHEAD BLOWN
RIGHT OUT

We learn this morning that the
other members of the crew of the
Tulsa, injured by the Amoy ex-
plosion, were:

F. J. Lewis, Chief Mechanic's
Mate, severe burns and shock;
Al. Perine, Ship's Cook (Third
Class) severe burns on arms and
face;

A/B. P. Pereira, severe burns on
arms and face;
W. W. Carter, fireman, severe
burns on body;

Rush, Chief Water Tender, slight
burns on face.
Pereira and Perine were over 25
feet away when the explosion oc-
curred. The force of the explosion
lifted the bulkhead separating the
ice house compartment from the
Chief Mate's compartment right
out of the ship, and furniture and
fittings were washed beyond re-
cognition.

Latest reports indicate that the
Tulsa is leaking as a result of the
explosion, and a Naval Construc-
tion Officer is now proceeding to
Amoy from Shanghai to make a
thorough examination of the dam-
age. It is understood that, as a
result, the Tulsa may shortly be
proceed to Hongkong or Cavite to be
docked.

KINDNESS BRINGS
RESIGNATION

SPAIN'S WOMAN
DIRECTOR OF PRISONS

Madrid, June 3.

Senorita Victoria Kent has been
compelled to resign the position
of Director of Prisons as the re-
sult of a campaign by the prison-
officials against her humanitarian
policy, which they declared has
led to the complete collapse of
prison discipline.

Senorita Kent was the first
woman to secure an important of-
fice in a Spanish governmental
administration.—*Reuter.*

RUSSIAN ARRESTED

ALLEGED THEFT OF
AMMUNITION

(Telegraph Special.)

Harbin, June 4.

On a charge of stealing arms
and ammunition from a barracks
during the retreat of the anti-
Manchukuo forces from Harbin,
a Russian named Kirichenko has
been arrested by the police, who
found a case of rifle cartridges
at his house.—*Reuter.*

FOUR HOME RUNS
IN A DAY

GEHRIG EQUALS
RECORD

New York, June 3.

A long existing baseball record
was equalled during the series of
matches played in the American
League to-day when Lou Gehrig
completed the circuit on four
occasions in one day. He, thus
tied with a record which was
established 36 years ago in major
league baseball.

The New York Yankees out-
slugged Philadelphia by a 20-13
victory. For the Athletics Jimmy
Fox, the present home run
leader, scored his nineteenth of
the season while Babe Ruth re-
gistered his fifteenth for the
Yankees. Cochrane (Athletics),
Combs (Yankees) and Lazzeri
(Yankees) also eluded home runs.

Jack Wilson, the champion
hitter of the Brooklyn Dodgers
made a gallant effort for his team
against Boston Braves but
although he increased his home
run record to seven he was on the
losing side. In the match at
Pittsburgh between the Pirates
and the Cubs, the Chicago team
had their colours lowered by the
odd run in eleven. Plet and
Jurgens both homered.

Detroit and Cleveland had a
double header with the Indians
being victorious in both games.
During the second Ferrell helped
the Indians to pile on ten runs by
making his second of the season.
Campbell and Goslin scored
home runs in the match between
Chicago and St. Louis, the Browns
winning by 2-1.

John McGraw, the manager of
the New York Giants, who had
held the post for thirty years has
resigned on account of ill health
and Bill Terry, the Giant's first
baseman, succeeds McGraw.

National League.

Brooklyn	5	Boston	6
Pittsburgh	6	Chicago	6

American League.

New York	20	Philadelphia	13
Detroit	1	Cleveland	3
Detroit	7	Cleveland	10
Chicago	1	St. Louis	2

—*Reuter.*

TANGANYIKA LOAN

SUBSCRIBED IN FIFTEEN
MINUTES.

London, June 3.

The lists for the Tanganyika
Government issue of half a million
pounds of four per cent. Stock
1952/1972, at 98, which is guaran-
teed as to principal and interest
by the British Treasury, were
closed to-day 15 minutes after
they were due to open.—*British
Wireless.*

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